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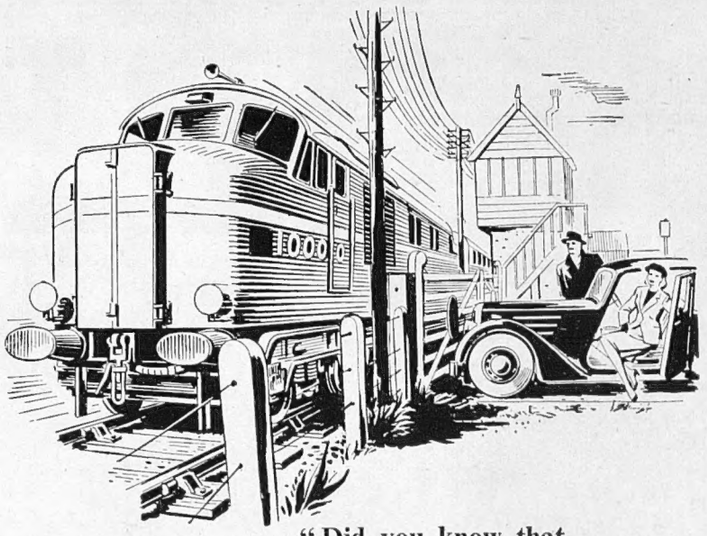

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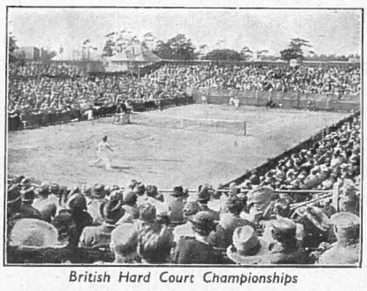

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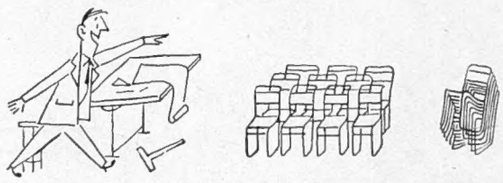

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Volume CXCVI No. 2560 The SPHERE, London, February 26, 1949

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

THEY CALL HER "THE SILENT SHIP"—THE S.S. "MAGDALENA," THE NEW 18,000-TON ROYAL MAIL PASSENGER AND CARGO LINER, SEEN RUNNING HER TRIALS IN THE FIRTH OF CLYDE OFF ARRAN BEFORE COMING SOUTH TO LONDON, HER TERMINAL PORT: The liner, which will carry on her return from South America a large cargo of chilled and frozen meat, is due to leave this week-end on her maiden voyage to Buenos Aires, via Cherbourg, Vigo, Las Palmas and Rio de Janeiro. Her single squat funnel and streamlining give her the appearance of speed and power

THE S.S. *Magdalena*, which this week-end will be speeding down the Channel *en route* for Ushant and the South Atlantic, is to all intents and purposes a silent ship, those who travelled in this streamlined 20-knot vessel on her trials declaring that she is almost without vibration, even when cutting her way through the water on the measured mile in the Firth of Clyde. The *Magdalena* has been built for the South American service of the Royal Mail Lines by Messrs. Harland and Wolff at their Belfast yards. She has accommodation for 133 first class and about 350 third class passengers, and the bulk of her cargo-carrying capacity is insulated for the carriage of chilled and frozen meat. The *Magdalena*'s regular route will be from London to Cherbourg, Vigo, Lisbon, Las Palmas, Bahia, Rio de Janeiro, Santos, Monte Video and Buenos Aires

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A LONDON NEWSLETTER

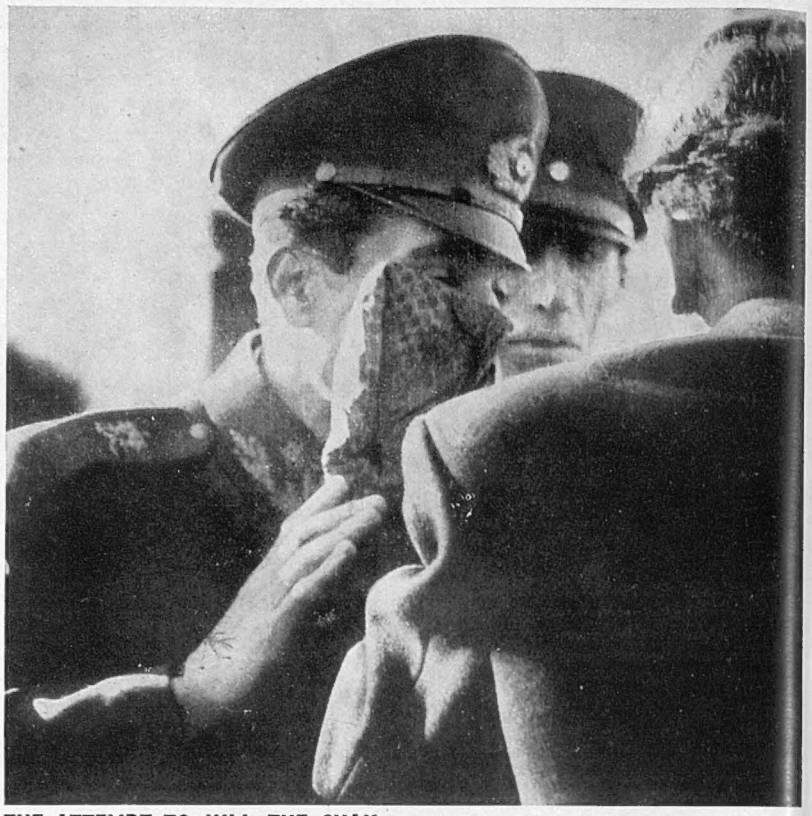
1, NEW OXFORD STREET, W.C.1.

Co-operation Among Nations.—Presumably the struggle and the talk avail something; presumably each session of the O.E.E.C. Council and of the committees concerned with the Western Union and Atlantic defence pacts brings all these vital matters a little stage further. Yet with one and all, the interested outsider still finds that one thing is lacking, and that thing absolutely vital to success. Co-operation among nations, whether for peace or prevention of war, for economic revival or survival, for the prevention of starvation or of disease, can only be achieved by the surrender of national interests, and the elimination of narrow national fears and suspicion. We realise that such surrender is still remote among the nations of the world as a whole. What depresses us to-day is the slow progress of the ideal among those nations which the West labels "nations of goodwill," which have been thrown together for the purpose of resisting Communism, aggression, enslavement and bankruptcy. If progress is so slow among such threatened peoples, a world state is as remote as ever it was before world wars were dreamed of. But no amount of discussion can produce more than a scrap of paper until the one thing needful is thrown into the common pool. Faith, courage, self-sacrifice, in fullest measure, are required, indisputably; but whether in matters of defence or of economics, no agreement can be more than a scrap of paper while any signatory nation makes a reservation among its natural resources and its sovereign rights, or hedges its promise to march to the sound of the guns. We may talk for ever, but until our insistence on national interests is killed stone-dead, until we cease to regard those interests as vital individually, and come to regard their elimination as vital globally, we may be in labour in a conference room, but . . . *ruit exiguus mus*. And Stalin banks on that belief in the nature and frailty of Western nations.

Lord Rosebery's Liberalism.—Lord Rosebery at Lincoln voiced the National Liberal view of Liberals' duty at the present time. He voiced it strongly, clearly and, in the view of one would-be Liberal at least, with inexorable logic. He urged Liberals to co-operate with Conservatives to dismiss the Socialists from office and restore leadership to Mr. Churchill. He cited a number of distressing things which would not have come about if Mr. Churchill had been in power. What the state of England and of the world might have been, if Mr. Churchill had remained Premier from 1940 to 1949, we may argue and speculate about, but we cannot determine. We may well think it unlikely that his continuous reign could have lasted a year after the end of the last war. I feel on firmer ground in thinking that soon enough, for the health of this nation, we ought to have a chance to see whether a change of leadership could possibly produce better results for this nation and improve the present international situation, which is not very good. *I* think the time has come to let somebody else "have a stab at it." But it is quite possible that I am still among the helpless minority. By-election results still suggest that it is so. What is certain is that unless Liberals wholeheartedly combine with Conservatives, Socialism is certain of another five years of power for better or worse. Thinking as I do, Lord Rosebery blew his clarion call to *all* Liberals. Will it strike on deaf ears? If the political history of Liberalism over the past century and a half be any guide, I should say that the last trump will not close their ranks or snatch them from their factions and jealousies and petty quarrels.

A Little Miscalculation.—If under our parliamentary system an Opposition has any surviving duty, that duty is surely to criticise a Budget estimate which under-calculates the needs of the State Services by a sum which in quite recent memory amounted to astronomical figures for the Nation's whole annual expenditure. If one single small item in the requirements of one department was budgeted at £2,000,000 and requires £10,000,000 more to adjust the miscalculation, that obvious duty is not modified. It is not surprising if many of us are aghast at this little supplementary. It suggests to us that there is not a single member of the present Government who sincerely believes in the duty of cutting the national coat to the available cloth, or who is not cynically hypocritical when he urges austerity and saving on the citizen. Who (the Socialist and demogogic argument runs) would cheesepare a few extra hundred millions here or there when the health of the worker or the future of our race is concerned? Such an argument is surely every whit as convincing (or otherwise) in the field of defence, of public education, of housing. Health is of no avail without security, the hopes of international brotherhood lie in public education, dental and optical treatment have no priority over decent housing conditions. And if they had, inflation and bankruptcy are the quick way back to barbarism. The thing that interests me is the Chancellor's reaction to these little miscalculations. I would have sworn that this evangelist of austerity did indeed accept the principle that what is true of the individual is true of the State, that there are not two systems of economic rehabilitation but one, equally applicable to a great nation or one little man. You can't eat your cake and have it. The Chancellor has preached to us *ad nauseam* the need to *do without* until better times return by our industry. Is it possible that he (like Mr. Bevan) conceives that the State has a private and inexhaustible treasure chest, from which any little additions to a State Free Health Service can be made up? That "freedom" is not so apparent to a labourer earning £4 a week, nor has he any such belief in the State's treasure chest. He knows who will pay for Mr. Bevan's and the rest's little miscalculations.

The Papers They Deserve.—It is said that a nation has the Government it deserves. Perhaps, but there is always some minority which considers that it deserves a better. And the same may be (and is) said of its newspapers and its films. If a majority in this country is composed (as I like to think it is) of decent people with "gentlemanly" tastes, then it must follow that one or two of our newspapers which make claim to greatness in merit and circulation are supported by a minority. For I am quite sure that decent folk are shocked and disgusted by some of their recent features which have attained a new nadir of tastelessness. That a majority of the nation holds in deep respect the members of our Royal Family, and that that respect is deserved, are facts that need no stressing, and it is reasonable to expect that that majority would insist that a Royal Princess should at the least be spared a vulgar persecution which almost all parents would resent and resist if offered to their own daughters. There are some shrewd men in Fleet Street who shrewdly estimate the frailties of the nation and serve up hot meals at popular prices, well-spiced and savoury. And to deliver the goods which return the dividends, they spare neither age nor sex, hold nothing sacred, and accept very little as beyond the pale of civilised or decent behaviour. Resentment or disgust are not enough, but they are about the limit to which a war-weary nation, robbed of most of its former initiative, is prepared to go. And the shrewd men know it to be so. Indeed, it is no post-war manifestation.



THE ATTEMPT TO KILL THE SHAH—SHAH MOHAMAD REZA PAHLEVI STEMMING A FACIAL WOUND WITH A HANDKERCHIEF AFTER FIVE SHOTS HAD BEEN FIRED AT HIM DURING AN OFFICIAL VISIT TO TEHERAN UNIVERSITY: The shots, which were fired at close range, slightly injured the Shah in the lip and back. He was greeting the Rector and other University officers on the platform when his assailant—a twenty-eight-year-old student—fired. The student, identified as a member of the Tudeh party, died from injuries received "at the hands of the crowd and the military police"

Quito Quits.—I had supposed that Monsignor Knox had finally put the Radio wise to the limits of realism to which it dared approach. But no. Monsignors Welles and Wells (Orson and H.G., and perhaps John Wellington) have gone beyond that limit again and got the Columbia network into trouble, and Quito into something like a major tragedy. So far the deaths have reached fifteen and the damage awaits final estimation as a result of the panic in Quito, Ecuador, following a too realistic broadcast of Wells' *War of the Worlds*. Before the item was well launched, Quito had panicked and was stampeding in pyjamas to the woods, trampling the weaker underfoot in the supreme need for self-preservation against the Martians, whose flying transports filled the air in the sight of these imaginative and jumpy people. The truths of modern life crowd in and insist on recognition after this tragic farce: The world's nerves are stretched taut, and a single straw can be the breaking strain. Civilisation (so-called) is a minority movement. The majority is still in the naked savage stage. In our world, nothing is too *bad* to be true. Good news is the only news which no human being would believe without legal proofs and full guarantees. There exist on the world's face to-day probably 1,000 village communities which believe the earth is flat. And, after all, why shouldn't the Martians invade us? We move quickly and eat up Wells's "absurd" prophecies in our stride. I hope I shan't be "indicted" as a panic-monger if I say that the visit of the man from Mars is a pleasure or pain we look forward to in the very near future. Perhaps he will bring peace, not a sword. He can't be much more tiresome than the next war on the home front.

Blood Sports—and Votes.—Principles are fine things, but they must not interfere with the business of elections. It is a noble thing to crusade for "little hunted hares," but not to the extent of losing votes in rural areas where bloody-minded men still enjoy such horrid recreations. And so Mr. Williams, Minister of Agriculture, is understood to have warned the supporters in the Socialist Party of the Anti-Blood-Sport Bills of Mr. Cocks and Mr. Fairhurst. Better (far better) that the little hares should go on being hunted until Socialism is assured of another five years of place and power. What is a little suffering, more or less, if it win so great a prize! Principles (however noble) are ill-bedfellows with election technique. "First catch your hare. . . ." Thereafter there will be time enough to settle the hash.

Stern Gang: "Justice is Done."—The Lord Chancellor in *Iolanthe*, "an old Equity draughtsman," found a simple way out of the death penalty imposed on all fairies that marry mortals—merely the addition of the word "not" to the relevant clause. The same sort of simple expedient ensures that the condemned leaders and scores of other convicted members of the Stern Gang go free. The Stern Gang, as we have come to believe, are not fairies and their aim was not to marry mortals but to murder them. But the simple remedy of an amnesty, to come into force a few hours after the mild sentences on the Gang's leaders had been announced, enables all the gang, convicted or "wanted," to go free and to offer themselves as Parliamentary representatives or members of the Government of the new State of Israel, which the civilised world has now been pleased to accord full recognition as a civilised state in the comity of civilised nations. It is all very simple indeed.

THE OLD STAGER

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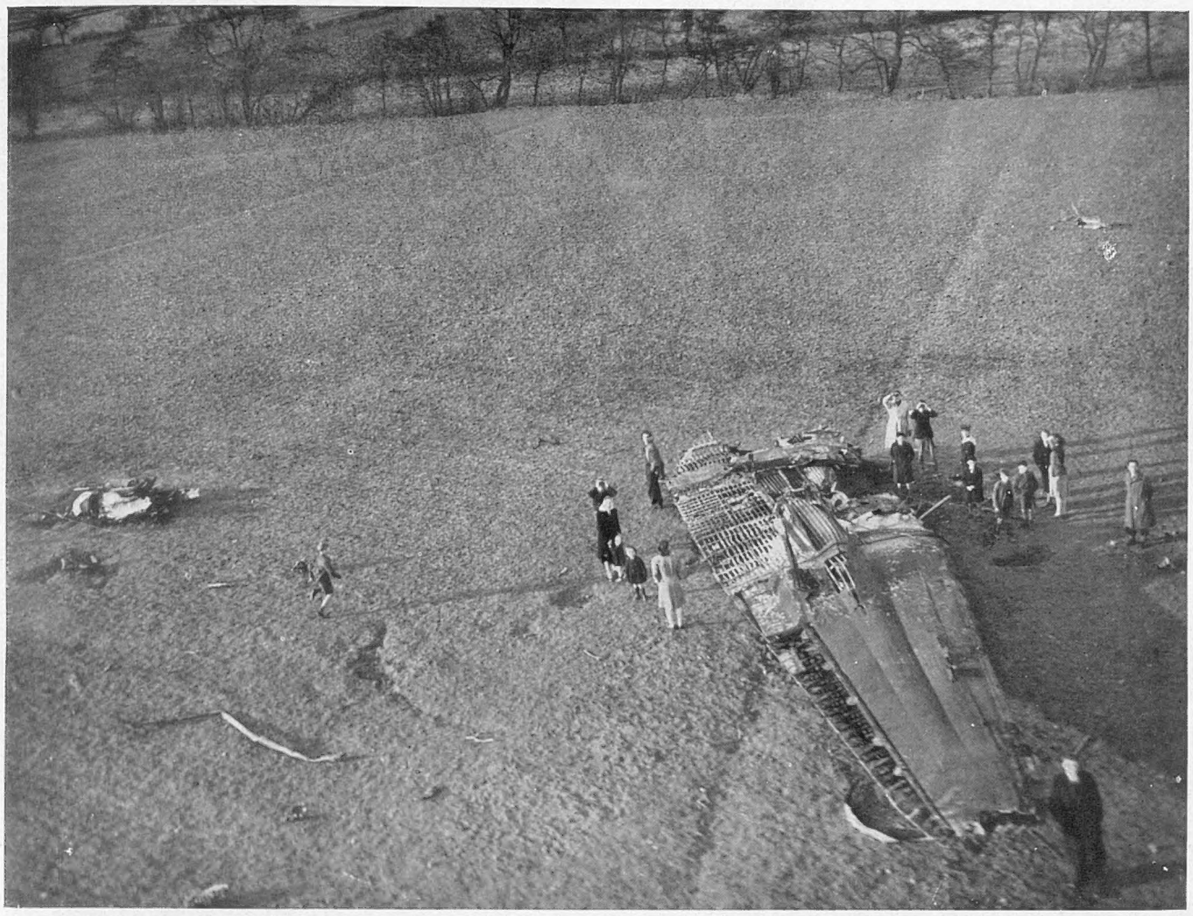
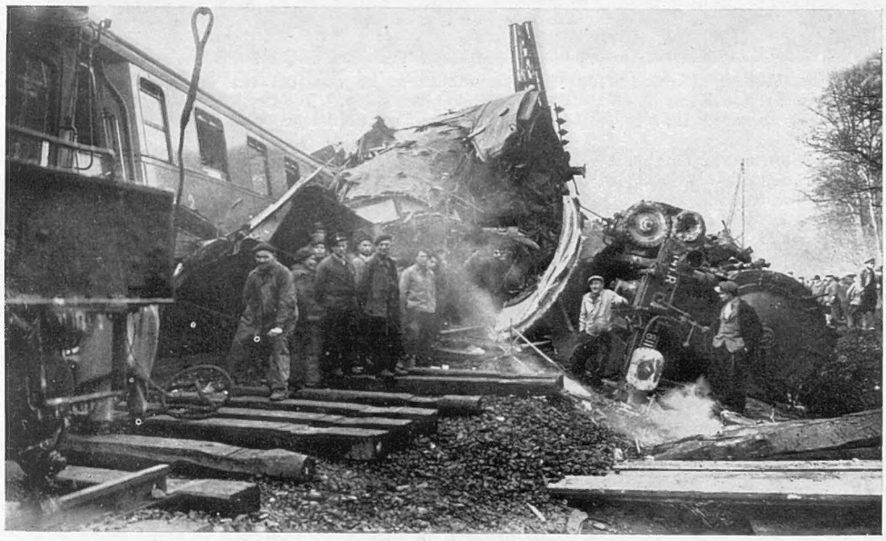
THE RAIL and AIR DISASTERS

The Dakota Collision Near Coventry: The French Train Crash at Port d'Atelier

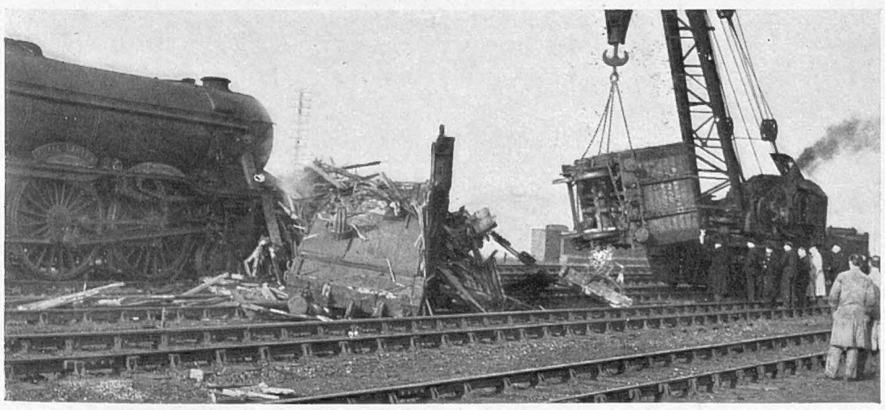
The sun was shining and the sky cloudless when the R.A.F. Anson and the B.E.A. Dakota came into collision last Saturday over Exhall, near Coventry, and it seemed that the bright sun, making one aircraft invisible to the other, had contributed to the disaster from which there were no survivors. The main wreckage fell near Exhall Lodge Hospital, a home for old people, and doctors and nurses were quickly on the spot. There were also two railway crashes at the week-end; one between a parcels train and a mineral train at Southgate, where there were no casualties. In France the collision at Port d'Atelier was a major tragedy, no fewer than forty-three people losing their lives. As has so often been the case on the French railways, wooden coaches contributed vastly to the death roll. One of the engine-drivers was subsequently arrested.



WHERE THE DAKOTA OF BRITISH EUROPEAN AIRWAYS CRASHED AFTER A MID-AIR COLLISION WITH AN ANSON: One of the wings and other wreckage in a field at Exhall, near Coventry, where the disaster occurred last Saturday morning, fourteen people losing their lives. There were no survivors from either aircraft. The Dakota was operating on the London-Glasgow service, and the Anson was engaged on a cross-country training flight from Durham



ONE OF THE WORST RAILWAY DISASTERS IN FRANCE IN RECENT YEARS: Railwaymen and rescue workers beside an overturned engine and wrecked coaches at Port d'Atelier, a railway junction near Vesoul, where the cross-country line from Nancy to Dijon joins the main line to Paris and Belfort and Basle. The accident occurred when an engine running light came in collision with the express from Metz to Dijon. The two engines were overturned and fell off the embankment. The first and second coaches of the express, which were made of wood, were crushed between the steel luggage van in front of them, next to the engine, and a postal van behind them which, like the rest of the train, was made wholly of steel



THE ACCIDENT WHICH BLOCKED ALL FOUR LINES ON THE BRITISH RAILWAYS EASTERN REGION BETWEEN SOUTHGATE AND WOOD GREEN: The collision occurred when a parcels train ran into four runaway trucks of a coal train. Main line trains had to be diverted

ONE OF THE WHEELS AND A PARTLY-BURIED ENGINE OF THE ILL-FATED DAKOTA: Crowds of children standing beside the wreckage after the collision above Exhall, near Coventry

NO ONE WAS HURT! Another view of the rail crash between Southgate and Wood Green. The guard of the goods train managed to jump clear just before the collision. The coal trucks had become detached from the main part of the train and were rolling back along the line, when the 5.25 parcels train from King's Cross to York crashed into them. The engine of the parcels train was derailed and the trucks smashed. Breakdown gangs started work almost immediately and the line was soon cleared. Meanwhile, main line trains to Edinburgh had to be diverted via Hertford North; a shuttle service was quickly established between New Southgate and Hitchin

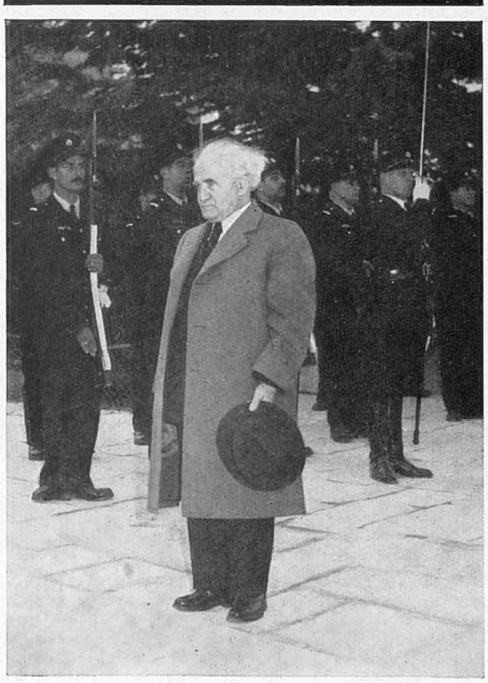
THE FIRST PRESIDENT OF ISRAEL TAKES THE OATH OF OFFICE : Dr. Chaim Weizmann raising his right hand aloft as he repeated the declaration of allegiance to the State of Israel in the renovated building of the Jewish Agency in Jerusalem, now Israel's Constituent Assembly. The first function of the President was to accept the resignation of the Provisional Government. It was arranged that it would continue in office until the new Government was formed

ISRAEL'S FIRST PRESIDENT

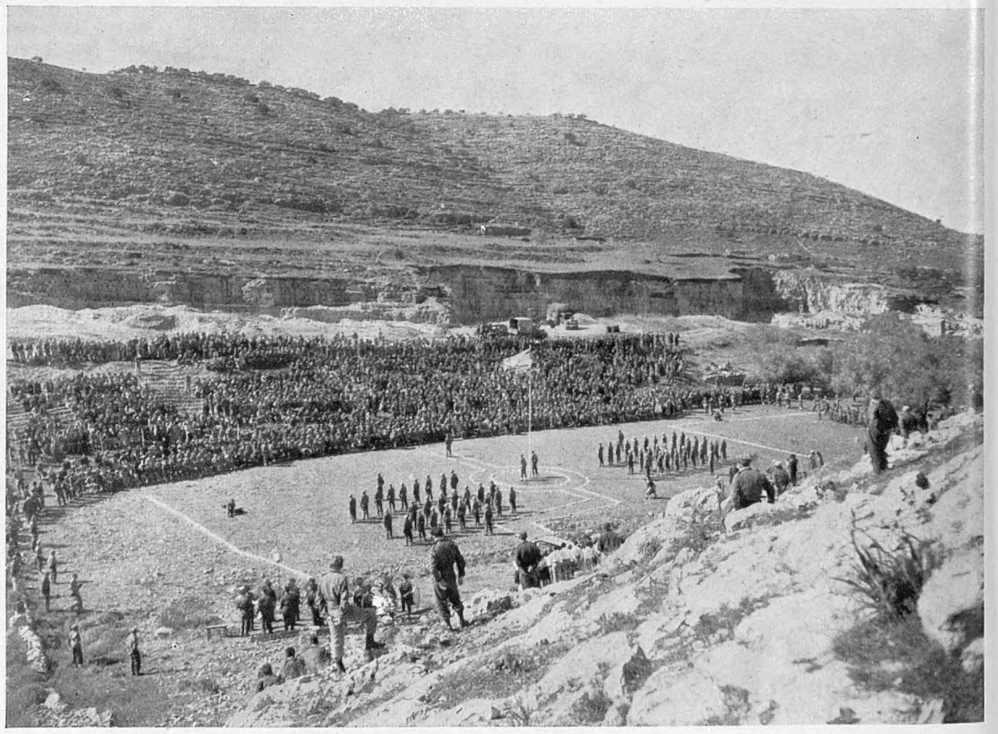
AND FIRST CONSTITUENT ASSEMBLY

Days of Ceremonial in the New Sovereign State

Last week was a week of colourful ceremonial in Israel as Israel's first Parliament came into being, realising the hopes of Jews all over the world, who have for seventy years past worked and fought for their own sovereign State. On February 14 took place the opening of the Constituent Assembly, and three days later Dr. Chaim Weizmann, the veteran Zionist, came before that Assembly to take the oath of office after being elected first President of the new State. A ram's horn and bugles were sounded, and the Presidential flag was hoisted as Dr. Weizmann entered the Assembly in the enlarged and renovated building of the Jewish Agency. After taking the oath, Dr. Weizmann shook hands warmly with all members of the Assembly. There were two candidates for the Presidency, Professor Klausnen, a candidate of the Heruth Party, opposing Dr. Weizmann, the provisional President, who received the unexpected support of the Left-Wing Mapam Party in recognition of his stature in the Zionist Movement. Dr Weizmann was elected on the first ballot by 83 votes to 15, and immediately he heard the news drove into Jerusalem from his home at Rehovoth



THE PRIME MINISTER OF ISRAEL ARRIVES FOR THE OPENING OF THE CONSTITUENT ASSEMBLY : Mr. Ben Gurion stands to attention outside the Jewish Agency Building in Jerusalem during the singing of Ha'tiqva

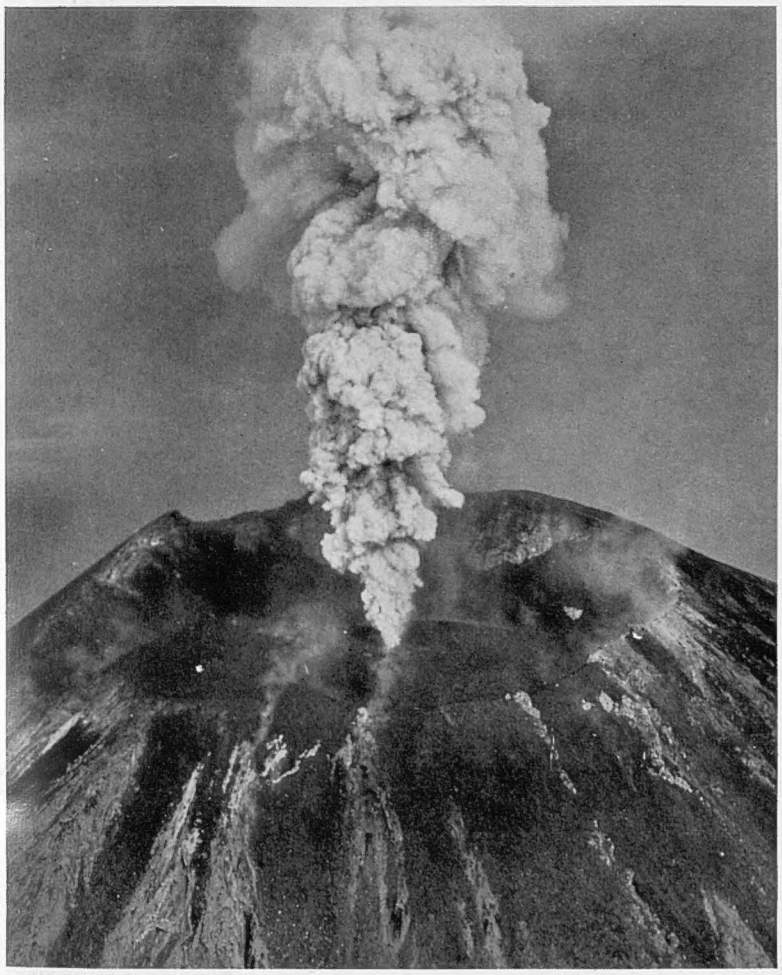


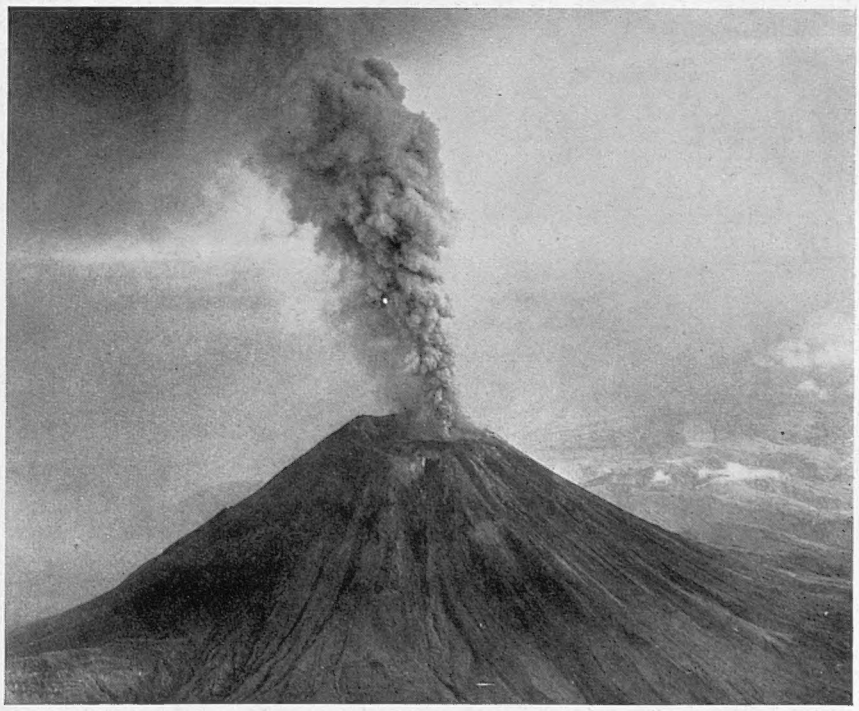
TO HONOUR THE MEMORY OF JEWISH SOLDIERS WHO FELL IN THE DEFENCE OF JERUSALEM : This was the scene on the Jerusalem-Tel Aviv Road as a large crowd watched the planting of trees which will eventually form Defence Wood, and which constitute a memorial to those who ran the convoys through to Jerusalem in the days when the Arab opposition nearly cut off the city. After the tree-planting, the company marched into Jerusalem for the opening of the Assembly

VESUVIUS LETS FLY AFTER FOUR YEARS OF QUIESCENCE : A distant view of the erupting peak, and in the foreground, solidified lava from a previous eruption. The latest outbreak does not, at the time of writing, appear to have caused undue alarm. It was in 79 A.D., in the great explosion that blew off the top of the mountain, that Pompeii and other towns were buried under ashes, while Herculaneum was overwhelmed by a torrent of mud. In the explosion of 472 A.D., it was said that the ashes reached Constantinople, and in that of 1066 the first outflow of lava appeared. In more recent eruptions the shape and size of the mountain have been modified considerably. In 1944, when Vesuvius last erupted, the inhabitants of several towns, which were eventually overwhelmed by the lava flow, were evacuated by the R.A.F.

ERUPTIONS IN TWO HEMISPHERES

Vesuvius and Ngauruhoe Both in Active Mood





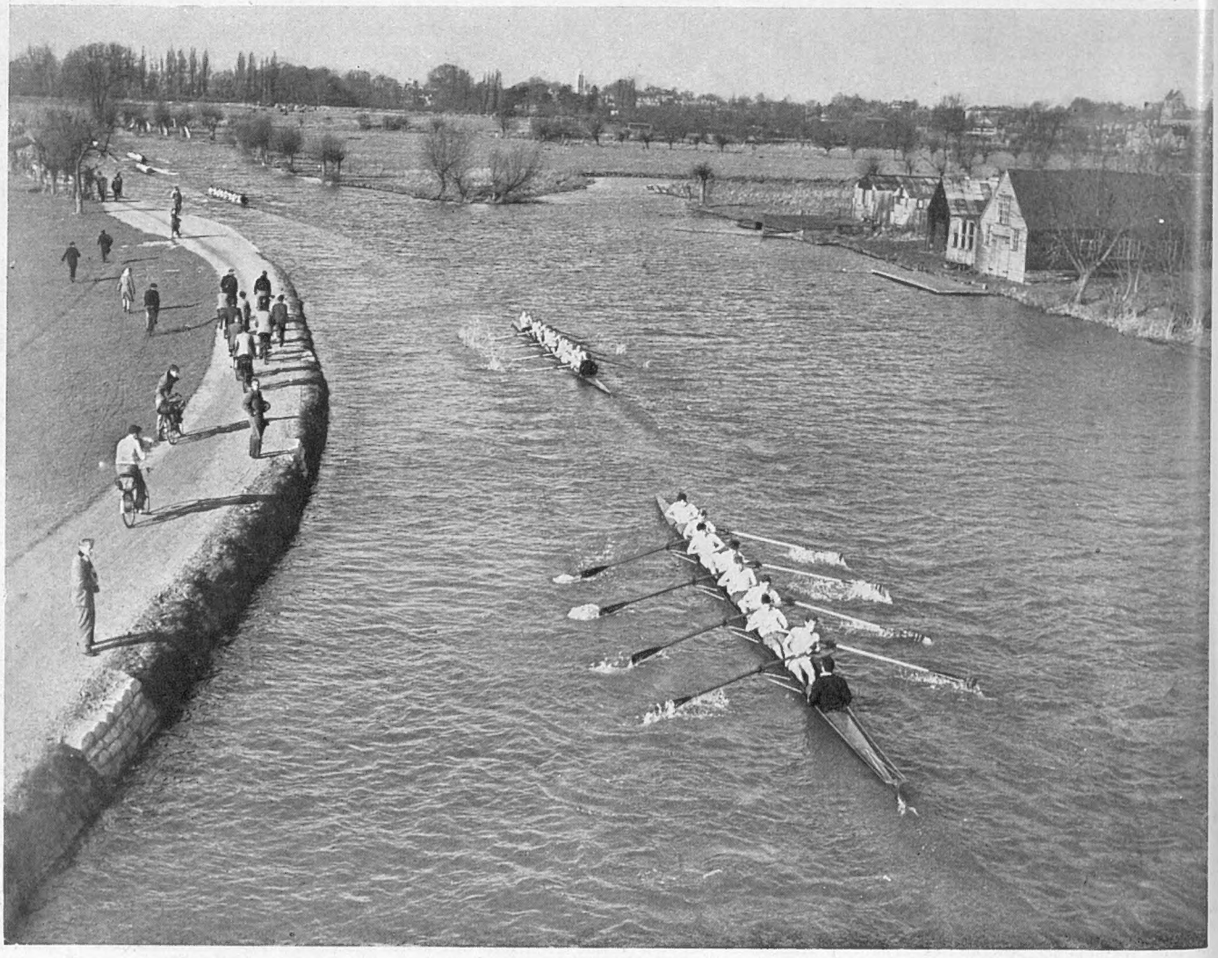
NGAURUHOE, FEBRUARY 1949—ONE OF THE THREE PEAKS OF NEW ZEALAND'S NATIONAL PARK, PUTS UP ANOTHER SPECTACULAR PERFORMANCE : Two views of the plume of ash-laden smoke rising above the summit of the 7,500-ft. peak, which erupted last in May 1948, in company with its neighbour, Mount Ruapehu, and before that in 1934. The National Park lies just to the south of the celebrated North Island thermal region of Rotorua

In the centre of the North Island of New Zealand are the three great peaks of Ruapehu (9,175 ft.), Tongariro (6,458 ft.) and Ngauruhoe (7,515 ft.). Of these, Tongariro is silent, but Ruapehu and Ngauruhoe put up from time to time awe-inspiring performances. The 1948 eruption concerned both the active craters, but by far the greater volume of ash-laden smoke issued from Ngauruhoe, a continuous column billowing skyward to darken the whole countryside around Lake Taupo and the National Park. A geologist of the New Zealand Government investigated Ngauruhoe's 1948 outburst and found that most of the smoke and ash was issuing from a small vent. The hissing of the steam was punctuated by shattering explosions. Full details of the 1949 outbreak, which is illustrated in these pictures, are not available, but it appears to have been on a considerable scale

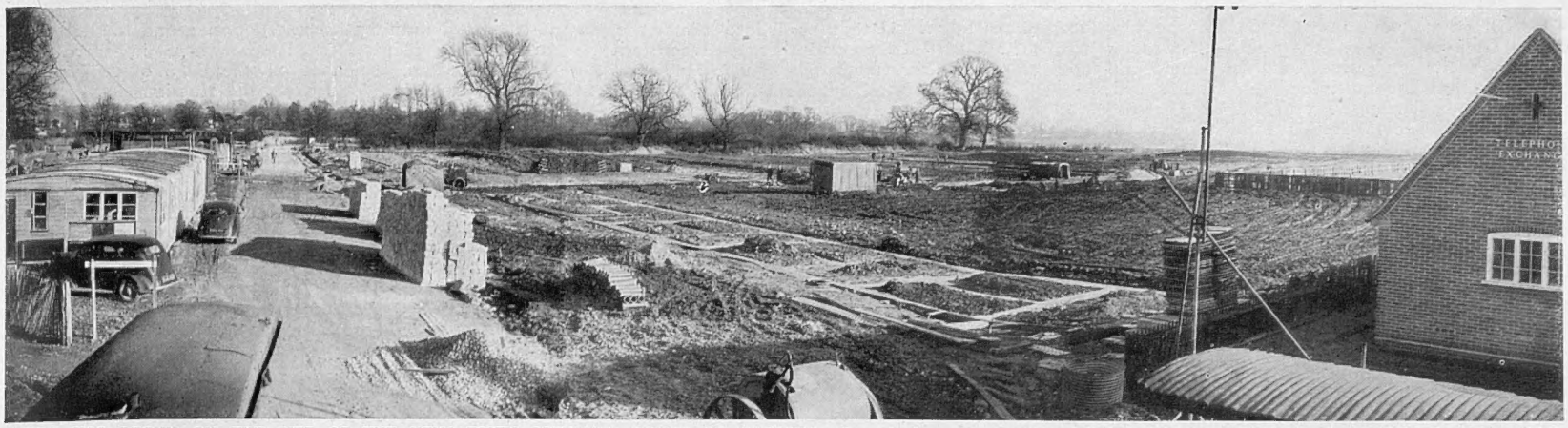
THE FIRST DAY OF THE TORPIDS, ONE OF THE GREAT EVENTS IN OXFORD'S SPORTING CALENDAR: The scene on the opening day when the eights kept unusually evenly spaced, and there were only twelve bumps in all. Fifty crews entered, and at the end of the first day Christ Church still maintained their position at the head of the river. On the second day New College caught Trinity and placed themselves in a position to challenge the Head of the River crew

FEW BUMPS on the ISIS

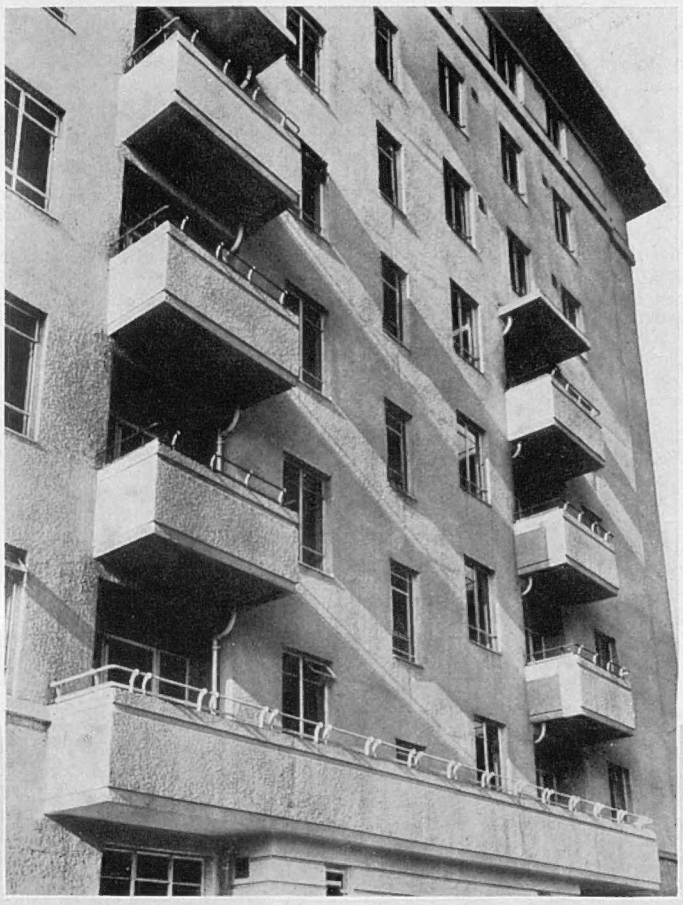
The Oxford University Torpid Races



On right—**A BUMP IN SIGHT:** The crew in the middle distance has begun to lag and on the bend of the Isis, with strong gusts blowing across the course, fights off the challenge of the following crew. This picture was also taken on the first day of the Torpids, when there were only twelve bumps. On the second day there were fourteen bumps, and the four-days racing yielded fifty-four bumps. On the third day New College deprived Christ Church of the headship of the river, a position they held two years ago, and on the last day New College retained the lead. There were quite large crowds on the towing-path and the usual flock of cyclist supporters to menace the pedestrians



WORK HAS BEGUN ON THE SITE OF THE NEW ESSEX SATELLITE TOWN OF HARLOW : Foundations in course of being laid on the first ninety-eight houses, which will go to key building workers employed on the Harlow site. Later in the year work will start on the first neighbourhood unit of 500 houses and there will be shops and a school. Another of the new towns in Essex will be Basildon, in the Laindon-Pitsea area. This will accommodate 60,000 people, mostly from overcrowded areas in the East End of London. There has been considerable criticism of late of the sites chosen for the new towns, one view being that the Ministry's predilection for extending existing small towns is leading to incursions on valuable agricultural land which often exists in the neighbourhood of such towns. It is urged that the Ministry consider again



The Woodberry Down Estate, out at Stoke Newington, where Needwood House has lately been opened, will eventually become a suburb in miniature for 1,764 families, or about 6,350 people. Most of them will live in five-storey or eight-storey blocks of flats, but there will also be some cottages or maisonettes, and for the aged two-storey blocks of flats. Needwood House, which has cost about £250,000, has eighty flats. The two-room flats let at a rental of about 22s. per week. The five-room flats are 33s. 9d. These figures include rates, but not the charges for central heating. There are five lifts. Cycles and prams are stored at the ground-level.

KEY OF THE KINGDOM : Mr. John Edwards, M.P., presenting the key of a three-roomed flat in Needwood House to Pamela Watson, whose parents are the first tenants

NEW TOWNS and GIANT FLATS

The Progress of the Housing Drive

LARGEST BLOCK OF FLATS YET BUILT FOR THE LONDON COUNTY COUNCIL : *Below and on left*—**Needwood House, the eight-storey block which has just been opened by Mr. L. J. Edwards, M.P., former Parliamentary Secretary to the Minister of Health. Needwood House is the first of four eight-storey blocks on the Woodberry Down Estate**

THE QUICKENING QUEST FOR URANIUM

From Siberia to the Antarctic, from Turkestan to Colorado

By FERDINAND TUOHY

READ what you may into it—whether for "pacifying" the atom or with a view to developing its explosive qualities—there is no mistaking that the hunt for uranium has widened and quickened since the year began.

The search now extends from Siberia to the Antarctic, from Turkestan to Colorado, while governments are exploring or exploiting every human agency, according to their lights, in order to come by the fate-laden radio-active element used in the production of atomic energy.

Mankind has pushed into a period which should determine how scarce or plentiful uranium ore really is, and the consequences are likely to be as great for many kinds of research, particularly biology, and for industry, as for the conduct of war. Thus far, not a single kilowatt seems to have been put to practical, peacetime, use.

So much is scarcity at present the case, that private prospectors are being offered forty-five times as much per ton of good, workable ore as used to be forthcoming at the height of the gold-bearing "rushes." And—sure sign of scarcity—a uranium black market is signalled by the Swiss Atomic Energy Commission, with what are called "fantastic" prices demanded for tiny quantities of the ore.

Under totalitarian Moscow, the prevailing scarcity is met by consigning picked labour-slaves, largely German, to the mines which come in the Soviet orbit.

A third method is the French one of substitution. In default of its own supply of ore, and because the techniques for purifying graphite have still to be perfected, French scientists turned to Norwegian heavy water, the material of earlier, pre-war experiments, and it was on the strength of this that France's first atomic pile was recently completed.

Here are the principal known fields of uranium ore: Colorado and Utah, British Columbia, Belgian Congo, Saxony, Czechoslovakia, Turkestan and Lake Baikal. Indications of varying degree are associated with the Ukraine, the Antarctic, Central and East Africa, Texas and Alaska; and rumours with South Africa and Australia.

The above are not set down in any designed order of importance, but, taken as they stand, do give some idea of the nature of the mining, the forms that it may assume.

Uranium prospecting in the United States, particularly on the bleak and lonely Colorado plateau, brings back more than a whiff of the Sacramento and the Yukon. The same raw, utterly individualistic pioneering is present, albeit gone are the numbers, the lawlessness, the Bret Harte surroundings of the gold-mining camps.

Fortune-seekers of all sorts have joined in the hunt, from grizzled veterans with their *burros*, to college geologists in their convertibles. Village hotels are crowded, and streets no less so, with cars and lorries carrying mining equipment. Yet the uranium rush is essentially a matter of small parties, often only one or two persons, working on their own in isolated surroundings. Not a few prospect in their spare time, using home-made apparatus.

An atomic mining "camp" may show only a man and his wife, a superannuated car, a selection of bottles and gadgets, and sleeping and cooking equipment. A gypsy-like interlude. The main thing is to hang on to one's Geiger Counter, which tests the uranium content of the ore, and to the *Handbook of Uranium Minerals*, which makes it all look so easy.

The Geiger finds uranium under the ground "as a hog smells out truffles." The prospector carries it over the hills, poking into crevices and round the rim of rock exposures of canyon walls. In his earphones he hears a few clicks stirred up by cosmic rays and ordinary earth radio-activity. Should the clicks come faster, so do the beatings of his heart. If they swell into a roar, he may be near a real strike—and there is a constant reward of £2,000 for twenty tons of workable ore.

This is offered by the U.S. Government, which controls absolutely all possession of uranium through Federal agents who are never far away from likely happenings. Vanished (or, at any rate, vastly more difficult) are the sprees in town which gold-miners used to stage, paying freely with dust and flake.

Prospectors deposit their piles of ore near Government crushing mills, each pile bearing a placard with the miner's name. When an individual pile attains 10 tons, it is hauled off to the processing mills, where a small sample of each miner's claim is ground fine and assayed to determine its value. One ton of the best uranium ore can fetch £400.

Something akin has been occurring in the Bridge River country, 120 miles north-east of Vancouver. In point of fact, the packed village hotels and the streets full of cars and lorries recall the Klondyke more than do happenings in the United States. This is owing to the Canadian Government's guarantee until 1955, of the floor prices it is now paying for uranium ores and concentrates.

The Government wants to give prospectors and mining companies an incentive to maintain work of exploration and exploitation at its present high level. Otherwise, immense weather and transport difficulties might cause pioneers to cease operations.

Passing to the Congo, everything is "top secret." The Union Minière du Haut-Katanga can and does surround its native miners with a liberal guard. Rare visitors report that they are well looked after and paid according to local custom. They may be no worse off than native miners in other parts of Africa, and possibly a lot better off. Brussels is "mum" on the whole subject, also as to where the uranium goes. To the Americans in its entirety? Some of it, at least, must be kept for Uranium's No. 1 in Belgium, Professor Max Cosyns.

The story definitely darkens when we broach conditions in the uranium mines of the Soviet Zone of Germany, and of Czechoslovakia. By all that is known, they resemble convict labour at its worst. The miners are nearly all Germans or D.P.s who were taken on account of past records, or because they fell foul of the two regimes. But it has also been the practice to impress returning German prisoners of war simply because of their physique.

At the mining camp of Aue, one shift rises at 1.30 a.m., travels two hours by rail to the closely guarded mines, and carries on until 1 p.m. for a daily meal of watery soup and a monthly wage of £7. Women are also used, and are said to be prominent among 3,000 mine workers scheduled to begin operations at a new boring near Chemnitz.

Passing to Russia, all the signs point to the Fergana Valley of Central Asia, 200 miles east of Tashkent, capital of Turkestan, as holding the richest uranium-bearing deposits, and to the biggest atomic plant located somewhere in surrounding Turkestan, which is on the edge of Afghanistan. In the first World War, the Russians used to send hundreds of thousands of their prisoners to Turkestan; how many of the same breed are retained there to-day, on uranium mining, is an impenetrable secret.

The Fergana ore resembles Colorado's, and is found in veins sometimes 5 ft. thick. Everything appertaining to uranium used to be freely published prior to the atom bomb, so it is known from Russian scientific writings of pre-war days that the Fergana Valley is shot through and through with uranium deposits of various kinds. American sources believe that deposits found even before the war "appear to provide a possible basis for the development of atomic power in the region." What may have transpired as the result of frantic searching since 1945, is another matter still.

The next most promising Russian field lies in the Khamar-Daman Range near Lake Baikal, possibly extending to the Aldan goldfields. This was known as long ago as 1914, and has been explored and bored increasingly since the late '30's.

Finally, there were excellent indications, in 1940, of uranium close to Russia's oldest industrial areas of the Ukraine, west of Kharkov and bordering on Europe.

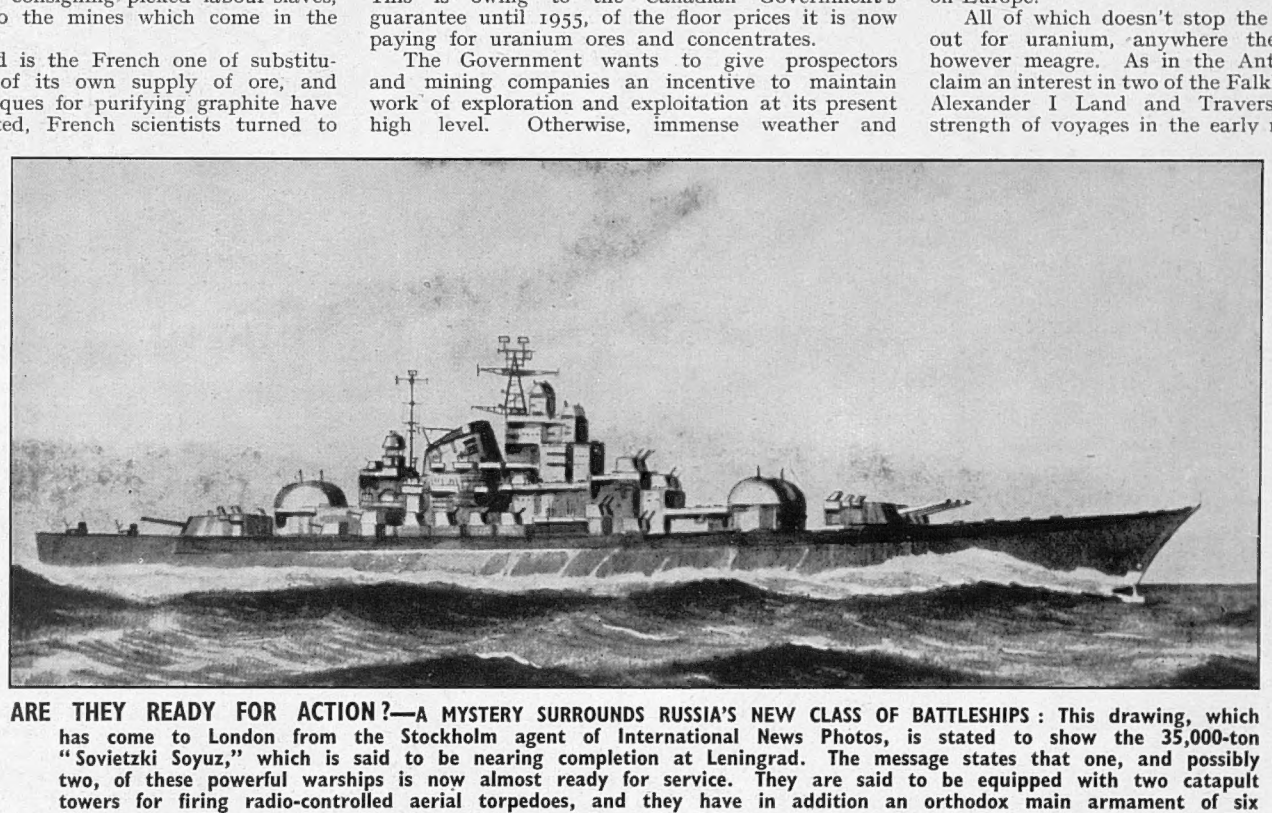
All of which doesn't stop the Russians reaching out for uranium, anywhere they see a chance, however meagre. As in the Antarctic, where they claim an interest in two of the Falkland Dependencies, Alexander I Land and Traverse Island, on the strength of voyages in the early nineteenth century by Bellinghausen and Lazarev. They consider that very great "international significance" has been lent to the area by the possibility of uranium ore deposits.

The presence of survey parties and the prospect of more expeditions to the Antarctic, appear to confirm this beyond all doubt. It is all part of the "stepped-up" world hunt for the element that can blot out a city or be comparable in its importance to man's well-being with the discovery of fire.

By the same token, the American Fourth Point which has as its aim the development of backward areas wherever these may be, divides in its relation to Africa into two projects: the Cape-to-Cairo railway, and the exploration of mineral-rich central and eastern colonies.

Parallel to the intensified search for uranium ore, big events are moving in respect of the location of atomic arsenals. The Americans have moved nine miles out of the original Oak Ridge and wish this vast agglomeration to take on the attributes of an ordinary residential town of 40,000 people (so far the answer is faltering). America's Atomic Energy Commission is said to be "on the verge of new peacetime developments of such great importance" that they will be detailed in a special report to Congress in March. The Russians are thought to be concentrating, for production and stockpiling, on far-away Fergana, on the borders of Afghanistan. As for ourselves, there is talk of a total location of Commonwealth atom plants in the Snowy River area, 130 miles south of the Federal capital of Canberra, in the northern part of the State of Victoria.

The French, for their part, are continuing their production of atomic energy near Paris. They proclaim they are uninterested in its explosive possibilities, and are working solely towards the magical release from the crying burden of modernisation which atomic energy could bring. This attitude is allied to the theory that the nations which make atom bombs will inevitably be targets for each other in case of war. The plot thickens when we note that France's atomic chief is of the Communist persuasion.



ARE THEY READY FOR ACTION?—A MYSTERY SURROUNDS RUSSIA'S NEW CLASS OF BATTLESHIPS: This drawing, which has come to London from the Stockholm agent of International News Photos, is stated to show the 35,000-ton "Sovietzki Soyuz," which is said to be nearing completion at Leningrad. The message states that one, and possibly two, of these powerful warships is now almost ready for service. They are said to be equipped with two catapult towers for firing radio-controlled aerial torpedoes, and they have in addition an orthodox main armament of six 16-in. guns. The armament is also said to include rocket-firing apparatus, and guns are radio-controlled. This news from Stockholm comes as a distinct surprise, "Jane's Fighting Ships," edition 1947-48, having declared that the hull of the "Sovietzki Soyuz," laid down at Leningrad in 1939, was so badly damaged during the war that production had been retarded and little progress had since been made. The main engines are said to have been supplied from Germany in 1941. "Jane's" concluded by saying: "Early completion is not expected"

RIYAN AIRPORT, SOUTHERN ARABIA, STARTING-POINT OF THE AIR-LIFT WHICH IS CARRYING VITALLY-NEEDED SUPPLIES OF GRAIN TO THE DESTITUTE ARABS OF THE HADHRAMAUT PLATEAU, IN THE EASTERN ADEN PROTECTORATE: *Left*—100-lb. bags of grain are tied by native workers before loading on to one of the Dakotas of the air-lift. A sentry stands on duty at the summit of the pile. *Right*—A loaded Dakota taking-off from Riyan. On board are 7,200 lb. of grain, and they are delivered to the plateau in a total round trip of ninety minutes. The journey with such a load would normally take thirty camels forty days. The Dakotas of this Arabian air-lift are bringing sustenance to 80,000 Arabs who live during the winter on surplus grain yields of the Yemen

AIR-LIFT FOR ADEN'S ARABS

R.A.F. Dakotas go to the Help of the Stricken Hadhramaut

The Aden air-lift is a masterpiece of organisation and co-operation between the Royal Air Force and the Colonial authorities of the Aden Protectorate. Forty-nine airmen and twelve soldiers are taking part in this venture designed to bring relief to 80,000 Arabs of the Hadhramaut Plateau who have been on the verge of starvation. This once-fertile part of the Queen of Sheba's domain is now barren rocks, and only in the deep gorges of the plateau, in which occasional light rains occur, is cultivation at all possible. Even this is insufficient to maintain life, and normally the Hadhramaut maintains itself from the surplus crop of the Yemen. During the past six months there has been no rain in the gorges and no surplus in the Yemen. Livestock are dead and dying on the Plateau, and already some Arabs have also died from starvation. The air-lift has come just in time to save them, and every day some tons of red millet are flown on to the plateau by Dakota aircraft. Parachutes are not used in these deliveries, but it is surprising how few of the bags break when they come down in the dropping area. Normally relief would be carried out by camel train from the coastal belt, but it appears that sustenance for the camels at Riyan is also in short supply, and it was this that made an air-lift essential. The R.A.F. has attempted to drop dates as well as red millet to the Hadhramaut Arabs. Pilot Officer Styles, of the R.A.F. Regiment, who supervised this drop, is reserved about the details, but declared afterwards: "They hit the ground like a bomb and exploded like one."

A DAKOTA REACHES THE DROPPING-ZONE: The town of Amd, one of the places where the grain is delivered by the air-lift, stands in a mile-wide valley locked in by steep limestone cliffs. The parched, grey soil of the valley is dotted with a few limp date palms and scrub bushes. The houses are built upwards, some reaching thirteen floors. The Dakotas come down to 300 ft. in order to drop supplies without parachutes attached

WHEN THE DAKOTA REACHES THE DROPPING-ZONE: *Left*—The bags are pushed out after the pilot rings the warning bell to notify that he is making the first of his three runs over the target area. *Right*—The bags rain from the Dakota as it flies 300 ft. above the dropping-zone. In forty or forty-five minutes the Dakota will have touched down again at Riyan, in the Gulf of Aden. High-speed refuelling and reloading will take place with native assistance

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THE GERMAN SCENE IN MIDWINTER 1949

Berlin and the Coal Shortage : Castle Eutin Receives Refugees : Munich Tries the Smugglers : A Watch on German Recovery

THE COAL SHORTAGE IN BERLIN : Two opticians at work with a double-handled saw outside their premises, where they are sawing-up three precious tree-stumps which have come into their possession. During this month and March the shortage is at its height. To meet the needs of industry the Allied Kommandatura has increased the allocation of coal to industry from 237 to 400 tons per day. Although far short of meeting the needs of the city, this appreciable increase will enable industries which have been hit by the blockade to struggle along. The meagre domestic ration has to be eked out with every scrap of wood that can be obtained

THE ANCIENT CASTLE OF EUTIN PROVIDES A REFUGE FOR PEOPLE EXPELLED FROM THE SOVIET ZONE IN EAST GERMANY : The castle, situated in the pleasantest part of Holstein, some twenty miles from Lubeck, has now been divided up for the use of some 300 refugees, for the most part people with no immediate hope of obtaining individual homes. Large numbers of Germans are now seeking asylum in the Western Zones of Germany, and Western Berlin's City Government has set up an organisation whereby the refugees are fed, clothed and found temporary homes, such as Castle Eutin, near which work for them can be obtained. The refugees include fugitives from the Russian uranium mines. Eutin Castle was built late in the sixteenth century. Weber, the composer, was born in the town in 1786, and Eutin is also associated with Count Stolberg, the friend of Goethe, and the poet Johann Voss, author of pastoral poetry and translator

DIGGING A DITCH TO HELP DEFEAT THE INTER-ZONAL SMUGGLERS : Beside a turnpike where the notice reads : "End of Russian Zone" German workers from the United States Zone are seen cutting a ditch across the road. This picture was taken at Eschwege in the Valley of the Werra, and it is indicative of what is being done to help arrest the progress of vehicles making a dash across the frontiers with contraband. General Clay, the American Military Governor, has declared that the smuggling is so rife that it constitutes a serious threat to German industrial recovery. It is estimated that the value of goods smuggled is now running as high as £50,000,000 a year. Scientific and precision instruments, wrist-watches and electric clocks are among the many articles which find favour among the borderland smugglers

THE START OF THE MUNICH SMUGGLING TRIAL : The scene in the Magistrates Court as those concerned in the case prepared to take their seats. On the left, with arms covering his face, is Schmerl Lipsee, a Lithuanian-born Jew, and seated next to him is David Honig (stateless), who was born in Breslau. Standing (wearing glasses) is another defendant, Karl Melber, who was born in Nuremberg, and standing back to camera, covering the face of his wife Bertha, is Wilhem Tepper, an Israeli born in Poland. On the right is Wulf Amamowitz, an Israeli born in Riga. The Munich trial, which has unmasked the activities of a vast spy ring, has shown that smuggling is proceeding in five directions, to the Russian Zone, to the Low Countries, to France, Switzerland and Italy. Much of the material smuggled into Italy is believed to be destined eventually for Israel

BRITISH T.U.C. DELEGATES PAY A VISIT TO BERLIN : Mr. Charles Bartlett, member of the Council of the T.U.C., Frau Schroeder, Deputy Burgomaster of Berlin, Mr. Robert Willis, leader of the T.U.C. delegation, Herr Scharnowski, Chairman of the Berlin Western Sector Trade Unions, and Herr Paul Fleishmann, of the Berlin City Government's man power department, at an official reception given to the British visitors by Frau Schroeder. They were there to study the work of the Western Berlin Unions and to make a tour of selected factories

WATCHDOGS OF THE WESTERN POWERS : General Etienne Paszkiewicz, Engineer-General, French Air Force ; Major-General V. J. E. Westropp, Chief of Staff to the British Military Governor ; and Major-General James P. Hodges, of the United States, are at the head of the Tripartite Military Security Board, and they are seen in this picture at a meeting at Lancaster House, seat of the British Military Government in Berlin. The duties of the Board include the prevention of military or para-military organisations. Also they must ensure that there will be no manufacture or importation of arms or war material. The Board is composed of a commission headed by these three officers representing the Allied Military Governors, a committee of deputies, a secretariat and numerous inspection groups

OUT OF CYPRUS AND INTO ISRAEL

The Cyprus Camps are Cleared : A New Settlement in Western Galilee

OUT OF CYPRUS : Jewish immigrants lost no time in leaving their Cyprus detention camps, after Mr. Bevin's announcement that they could go as soon as transport was provided for them. *On the left,* **the first party hand in bedding and equipment to British troops.** *On right*—**A young Jewess carries her few possessions out of the camp : 11,000 Jews of military age had been detained in Cyprus. They were given top priority in the Tel Aviv reception camps**

Mr. Bevin's announcement in Parliament, on January 18, that the Jewish detainees in Cyprus might leave as soon as the Jews could provide transport for them followed the incident in which R.A.F. planes were shot down over Egypt and preceded Britain's *de facto* recognition of Israel. Immediately following the statement, the Israeli immigrant fleet, consisting of craft ranging from cattle boats to small passenger vessels, set sail for Cyprus with orders to clear the camps as quickly as possible. The Arab Office in London issued a statement on the following evening stating that "as the British Government has decided to release the Jewish immigrants held in Cyprus and permit their entry into Palestine, Britain should immediately raise the ban on the shipment of arms to the Arab State." Emigration to Israel is in full swing and more than 50,000 entered the country in December. The capacity of reception camps is strained to its limit, but priority was given, last month, to the Cyprus detainees, of whom there were about 11,000

INTO GALILEE : A party of Jewish immigrants leave the main road and march towards their "Kibbutz," or settlement, on one of the hills near the old Crusade town of Acre, in Western Galilee. This party consisted of 100 British and 70 Hungarians and Czechs

THE CONVOY ARRIVES AND THE FIRST HUT GOES UP : The birth of Kibbutz Yazur, the new settlement, built by British, Hungarian and Czech Jews. It is situated on the ancient lands of Agher, one of the twelve tribes of Judea. A triumphal gate to the Kibbutz was erected but was torn down by a high wind. The Jews soon made friends with their Arab neighbours, and the first day ended with a feast and a spirited rendering of the "Hora," a Palestinian dance

Jews from all over the world are flocking into Palestine, and the Government of Israel is planning to take 1,000,000 immigrants during the next four years. Many will come from behind the Iron Curtain : 20,000 have already left Bulgaria and 6,000 came from Yugoslavia. Czechoslovakia is permitting 2,500 a month to go. From Displaced Persons camps in Germany some 5,000 a month are leaving for Israel. In the pictures above, the first stages of a settlement are illustrated. One hundred of these settlers were first trained at Zionist schools in England. They arrived in Israel in November of last year and went to Kibbutz Nesher to found their settlement. On January 20, with a party of Hungarians and Czechs, they marched out towards the site of their new home, erected their flags, surrounded the site with barbed wire and began to build their huts. They were greeted by the sheikh of a neighbouring Arab village, who rode over to welcome them, and who, with some of his villagers, joined in the festival to launch the new village

Foreign News in Pictures

DE GAULLE AT LILLE

Bulgaria's External Debts ; Russia's Envoy Goes to Canton

GENERAL DE GAULLE PARADES THROUGH THE STREETS OF LILLE AT THE CONCLUSION OF THE ANNUAL CONFERENCE OF HIS PARTY, THE RALLY OF THE FRENCH PEOPLE : The General, with the Mayor of Lille walking at his right hand, seen during his tour of the city, in the course of which he was acclaimed by considerable crowds. General de Gaulle concluded the congress with a speech in which he declared that he and his followers were determined to come to power by democratic means—that is, by universal suffrage—but if by chance, or by ill intention, he warned, those who have power abuse it by suppressing popular consultation, then there is only one thing to do—expel the usurpers. For the rest, the General fulminated against the sterility of the present regime, spoke of the wide, popular support for Gaullism, and of the need for a federal Europe. General de Gaulle's talk of expelling the usurpers was received with some alarm in Paris, and there were widespread discussions on the implications of the speech. One newspaper comment was that the speech "sounded unpleasantly in the ears of reasonable Frenchmen"

ON THE TRICOLOR-DRAPED BALCONY OF LILLE TOWN HALL : General de Gaulle rounding-off the conference of the Rally of the French People. His appearance at Lille, once the stronghold of Communism, was held to be deliberately provocative by the extreme Left, and his threat to "expel the usurpers" was regarded with misgivings by the present regime

AWAITING THE VERDICT OF THE COURT IN THE GANDHI MURDER TRIAL : A section of the crowd which gathered outside the Red Fort, Delhi, to hear the sentences. Nathuram Vinayak Godse, who shot the Mahatma, was condemned to death, and Mayran Apte, manager of the paper Godse edited, received a like sentence for abetting in the murder. Dr. Vinayak Savarkar, the veteran Hindu Mahashaba leader, was acquitted in the Gandhi trial, but was later served with an order to leave Delhi immediately. Five of Godse's co-conspirators in the trial received sentences of transportation for life. As the Andaman settlement has been closed they will receive approximately twenty years' imprisonment in India

RIGHTIST LITERATURE ALONG THE LEFT BANK : Offending literature tossed into the street and trampled underfoot after persons unknown, but said to be members of a wartime Resistance group, had ransacked a bookstall in the Rue Cujas, Paris, where work by authors of pro-Vichy sympathies was displayed

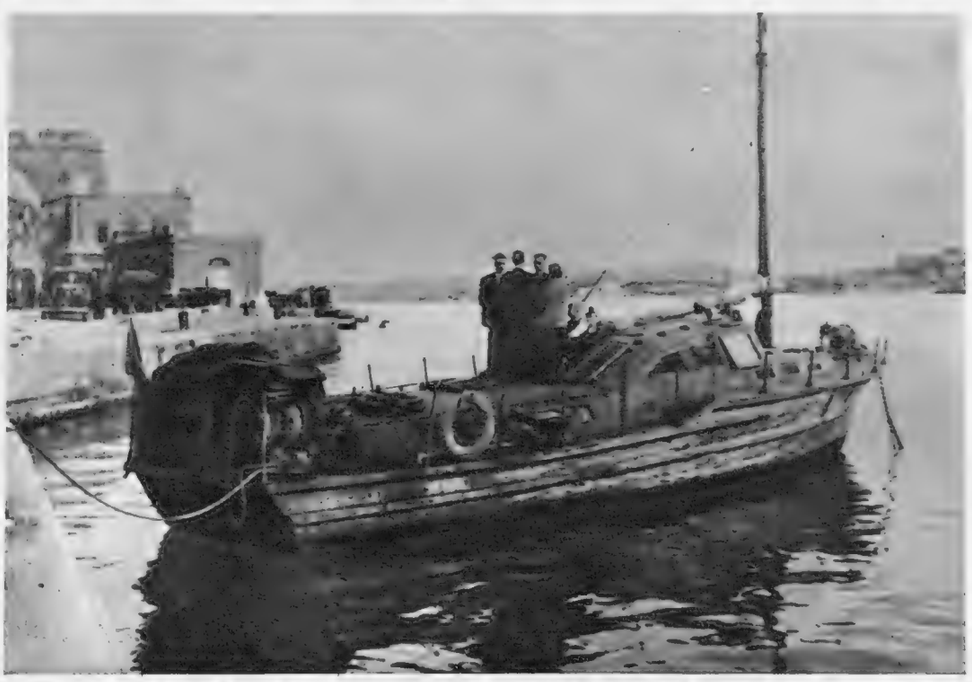
BULGAR FRACTIONS ! The Bulgarian Finance Minister, Ivan Stephanov (right), and the Soviet representative, Mr. V. G. Decanozov, signing an agreement in Sofia with regard to the payment of Bulgaria's debts to the Soviet Union. The Bulgarian Peace Treaty made no definite provision for a resumption of external debt payments to any of the Powers, and permanent settlements will be made by each country in the course of this year. Among the major loans with which British owners are concerned are the 6 per cent. of 1892, the 5 per cent. of 1896, the 4½ per cent. of 1909, and the 5 per cent. of 1904

THE RUSSIAN EMBASSY LEAVES NANKING IN THE MIDST OF THE DISPUTE REGARDING THE CAPITAL OF NATIONALIST CHINA : Mr. N. V. Roschin (centre) with colleagues on the airport at Nanking before taking-off for Canton, where Dr. Sun Fo, central figure of the "No surrender" group, set up his headquarters, leaving General Li, the Acting President, to carry on with peace negotiations in Nanking. Last week it seemed that the question of the capitals would be decided when there were rumours that Dr. Sun Fo was on the verge of resignation

MADRID IS MENACED BY A GREAT DROUGHT—CONTRASTING PICTURES OF THE ALBERCHE RESERVOIR WHICH SUPPLIES THE SPANISH CAPITAL WITH WATER AND ALSO HELPS TO GENERATE THE CITY'S ELECTRIC POWER: *Left*—**The reservoir as it appeared in 1947 with the water almost reaching to the carriageway of the concrete bridge.** *Right*—**The reservoir as it is to-day. In 1947 the reservoir contained 5½ billion gallons. To-day it contains only 700,000,000 gallons and the supply is dwindling hourly. The Alberche River rises in Old Castile and traverses 150 miles of country before carrying its waters into the Tagus**

FEEDING SHANGHAI'S VAST ARMY OF REFUGEES—EVERYDAY SCENES AT ONE OF THE TWENTY RICE-SOUP STATIONS WHICH HAVE BEEN SET UP IN AND AROUND THE CITY: *Left*—**One of the guards maintaining order as the destitute come in for their ration, served piping hot twice daily.** *Right*—**Buckets being filled with soup from the great cauldrons.** The soup is provided by the Shanghai City Government. Refugees have for months past been streaming southward towards Shanghai, and tens of thousands of them are now encamped on vacant lots in and around the city. Most pitiful of all is the plight of the refugee children. The United Nations International Children's Emergency Fund is doing its best to take care of them, but the problem is one of growing magnitude as the refugee flood continues in spate. Most of the refugees are living in vast ramshackle shelters built of bamboo. These shelters, by reason of the inflammable material from which they are hastily put together, are constantly being ravaged by fire, the homeless being rendered homeless once again

DEBATING THE QUESTION OF THE RETRIAL OF JESUS CHRIST: Mr. Smoire, Chief Justice of the new State of Israel, seen at the Tel Aviv meeting at which he asked members of the Supreme Court of Israel to consider the illegality of the sentence passed on Jesus of Nazareth nineteen centuries ago. The Chief Justice raised the matter on a petition for action from Robbe Gorskamp, a Dutch engineer, who has backed up his plea with a 6½-lb. parcel containing new evidence. Chief Justice Smoire declared that in spite of the unorthodox manner of the approach, a new trial might be held to be in line with modern theories of jurisprudence. A new book on the subject, entitled *The Trial of Jesus Christ*, has just been published by Mr. Frank J. Powell, the lay preacher and Metropolitan magistrate, in which he lists fifteen standard works which he has studied exhaustively in his search for strict legal evidence of miscarriage of justice



THREE MEN AND A BOATLOAD BOUND FOR THE OTHER SIDE OF THE WORLD: Among the recent arrivals in the Grand Harbour at Malta was the motor-vessel "Yrsa"—11 tons of weatherworn timber, a dingy fore-and-aft sail, a Diesel engine with "something wrong with it," a stack of empty fuel drums, and flying the Finnish flag. On board there were eleven people—three men, three women and five children. They had sailed the "Yrsa" all the way from Helsinki, and are bound for Australia, which they hope to reach in three or four months more. The skipper, thirty-three-year-old Paul Nyholm, ex-captain in the Finnish Army, explained that they want freedom and want to get away from Finland. This picture shows the "Yrsa" at her moorings in Grand Harbour

THE BATTLESHIP "DUKE OF YORK" CRUISES PAST THE ROCK OF GIBRALTAR: Looking from the deck of the flagship of the Home Fleet as members of the crew engaged in anti-aircraft exercises: The "Duke of York," at the head of the Home Fleet, put in at Gibraltar at the end of the first phase of the Spring Cruise, and Admiral Sir Rhoderick McGrigor, at once paid a call on General Anderson, the Governor of Gibraltar

THE HOME FLEET PUTS IN AT "THE ROCK"

And OTHER FEATURES of the ANNUAL SPRING CRUISE

The Governor of Gibraltar Visits the "Duke of York": Exercises at Sea

THE GOVERNOR OF GIBRALTAR PAYS A VISIT TO THE FLAGSHIP OF THE HOME FLEET: General Anderson seen inspecting a Marine guard of honour when he visited H.M.S. "Duke of York" in Gibraltar Harbour. In the background is the "Theseus"

BRINGING IN THE CUTTER: Men in action in the "Duke of York," flagship of the Home Fleet. The Spring Cruise is, as ever, providing admirable training for the younger members of the Service. The "Duke of York" and the carrier "Theseus" were accompanied on the cruise by four cruisers, including the "Cleopatra" and the "Sirius," 5,700-ton vessels of the Dido class, two destroyer flotillas, submarines and other vessels

The Royal Navy has now entered upon a period of intense activity. At the beginning of February units of the Home Fleet, headed by the battleship *Duke of York*, left the English Channel for the Mediterranean, there to engage in a series of joint exercises with the Mediterranean Fleet, while other units, headed by the light fleet carrier *Vengeance*, left for the Arctic on a special cold-weather cruise designed to test equipment under conditions of extreme cold. The Home Fleet, which cruised south under the command of Admiral Sir Rhoderick McGrigor, will be away a total of two months, and in that time younger members of the crews will get opportunities for intensive training which are only possible on these occasions. On the trip southwards to Gibraltar the ships met some heavy weather. During the halt at "The Rock" the Fleet was joined by H.M.S. *Vanguard*, the battleship which, but for the King's illness, would now be engaged on the Royal tour of Australia and New Zealand.

ALONG THE MOLE AT GIBRALTAR—THE CRUISERS "SERPENT" AND "DIADEM" AND THE BATTLESHIPS "DUKE OF YORK" AND "VANGUARD" IN HARBOUR TOGETHER: The "Vanguard," Britain's largest and latest battleship, joined the Home Fleet at Gibraltar and has continued with the Fleet in the subsequent exercises in Mediterranean waters. "Vanguard," which took the Royal Family to South Africa in 1947, was to have taken them to Australia and New Zealand for the 1949 tour, which was abandoned before Christmas. "Vanguard" is really an anti-aircraft ship. Her main armament consists of eight 15-in. guns; for use against aircraft she has sixteen radar-controlled 5·25-in. guns and a subsidiary anti-aircraft armament of seventy-one 40-mm. anti-aircraft guns

AN OFFICER IS TRANSFERRED FROM THE "DUKE OF YORK" TO THE DESTROYER "ST. JAMES": This dramatic picture was taken as the vessels sped towards Gibraltar, maintaining a constant course and a constant speed as they carried out the operation. The "St. James" is a unit of the early Battle class

More About the HIGH-SPEED BOMBERS

And the Rocket-firing Fighters

There was a rude shock for aviation experts the world over on February 8 when the Boeing XB-47, the Stratojet, made its spectacular transcontinental flight at just over 607 m.p.h. That flight gave a glimpse of what bomber interception may mean in the near future, and it raises the question whether fighters as we know them to-day would be of any avail against the new high-speed bombers—even the 100-ton Northrop Flying Wings, which do about 500 m.p.h. with turbojet power units. The Stratojet flew at 30,000 ft. on its record-breaking journey. To reach such a height Britain's Meteor IV fighter with Derwent engines would take over six minutes. By that time the Stratojet would be 60 miles away. There is no doubt that with these facts confronting them aviation designers of military aircraft in many countries will now have to plan anew, forgetting the past completely

THE STRATOJET WHICH BROKE ALL BOMBER RECORDS ON ITS RECENT TRANSCONTINENTAL FLIGHT FROM WASHINGTON STATE TO WASHINGTON, DISTRICT OF COLUMBIA: This overhead view of the Boeing giant shows its swept-back wing and tail surfaces which give it its unique appearance, and also the manner in which its jet units are slung from the leading edge. During February this bomber flew 2,289 miles across America in 226 minutes. The average speed was 607·2 m.p.h., and the flight was described as routine

A ROCKET-FIRING FIGHTER GOES INTO ACTION: This picture was taken as tests were carried out at Muroc, California, of the U.S. Air Force Lockheed F-80 Shooting Star, fitted with a new retractable rocket mount under the wings. The mounts, which carry eight rockets, fold into the wings when the last rocket is fired

ONE OF THE NORTHROP FLYING-WING BOMBERS SETS OUT ON A TRANSCONTINENTAL JOURNEY: The 100-ton giant, with its reciprocating engines changed for turbojets, flying over Lake Muroc, California, as it set out for Andrews Field, Maryland. The trip was completed in 4 hours 25 mins. at an average speed of 511 miles per hour, and while it does not compare with the 607 m.p.h. recently achieved by Boeing's Stratojet, it is none the less a remarkable effort for a plane of such magnitude. Measuring 172 ft. in span, the chevron-shaped flying wing can fly 10,000 miles non-stop. An important link in the United States Air Force defence programme, the flying wing achieves increased efficiency in range, load-carrying ability and speed through the elimination of all unnecessary drag-producing parts, such as the tail, fuselage and nacelles. Northrops have been working on flying-wing development at Hawthorne, for twenty years, and they claim that the bigger the machine the more effective is this particular design

ROCKETS IN THE FIRING POSITION ON A JET-LOCKHEED F-80: The rocket mounts can be retracted after firing, thus enabling the fighter to reach maximum speed

TESTING THE F-80'S REACTION: A rocket being fired from the fighter, which is held by a crane during ground tests at the United States Air Force base at Muroc, California

The United States Air Force Lockheed F-80 Shooting Star, the standard operational jet fighter in the Service, now carries 5-in.-diameter high-velocity rockets, and when the above pictures were taken tests were being made of the new retractable rocket mounts which give the fighter a chance to work up maximum speed after discharging its main armament. The 5-in. rocket attains a velocity of 1,350 ft. per second in ground firing, and when fired from a Lockheed a further 450 m.p.h. is added to the speed. As a result of the Muroc tests it has been decided to make the retracting rocket attachments standard equipment throughout the fighter force

AMERICA

POLITICS and BIG BUSINESS

President Truman and His 1949 Cabinet; General Eisenhower Returns to Washington; Plunging Grain Prices

PRESIDENT TRUMAN WITH THE CABINET WHICH SERVES HIM AT THE OUTSET OF HIS NEW TERM OF OFFICE: It is composed of almost the same men who held high executive office before. The only new face is that of Mr. Dean Acheson, who succeeds Mr. Marshall as Secretary of State, and the only hold-over from Franklin Roosevelt's regime is Secretary of Defence, James Forrestal. Reading clockwise round the table from the left are: Mr. Julius Krug (Secretary of the Interior), Mr. Charles Sawyer (Commerce), Mr. Alben Barkley (Vice-President), Mr. Maurice Tobin (Labour), Mr. Charles Brannan (Agriculture), Mr. Jesse Donaldson (Postmaster-General), Mr. James Forrestal (Defence), Mr. Dean Acheson (Secretary of State), President Truman, Mr. Snyder (Treasury), and Mr. Tom Clark (Attorney-General). It was thought at first that Mr. Truman might drop some of those colleagues who had been lukewarm in the election fight, but he has kept to the same team. In the forefront of the news at the moment are Mr. Forrestal, who has brought back General Eisenhower as his military adviser, and Mr. Tobin, who has been indulging in verbal fireworks with Mr. Taft over the vexed question of the repeal of the hated Taft-Hartley Act, product of the 80th Congress

GENERAL OF THE ARMY DWIGHT D. EISENHOWER REPORTS TO THE SECRETARY OF DEFENCE, MR. JAMES FORRESTAL: General Eisenhower, who has received leave of absence from his post as President of Columbia University, has been assigned temporarily as principal military adviser to the Commander-in-Chief (Mr. Truman) and the Defence Minister (Mr. Forrestal). The man who held supreme command in North-West Europe in the war will now head an important series of Washington Conferences at which measures of rearmament, defence reorganisation and strategic policy will be determined. General Eisenhower's last act before leaving Columbia was to address student leaders. He warned them of the dictatorship that can come about in a state "through creeping paralysis of thought, the too willing acceptance of the dictates of a paternalistic Government"

A DAY OF PLUNGING PRICES IN THE CHICAGO GRAIN PITS: Traders in grain signalling purchases and sales by their usual method of hand code during a day of nervous trading. The downward trend began when the Department of Agriculture announced that it would not put any acreage restrictions on the 1949 corn crop. With the market already glutted with grain, it seemed that still lower prices lay ahead. At the opening, traders swarmed into the corn futures pit waving orders to sell. Wheat, oats and rye were heavily involved, and May wheat, worth over 3 dollars before the 1948 price break, slipped down to 2 dollars 17 cents. The uneasiness on the grain market quickly spread to the stock market, and prices also tumbled on the New York Cotton Exchange

A FLEET OF TEN BARGES LINKED TOGETHER BEING TOWED BY A TUG THROUGH THE WATERS OF TOKYO BAY : Sometimes as many as twenty barges carrying a total of 4,000 tons may be pulled at one time, and the system certainly helps in large measure to solve transportation difficulties in Japan, where the highways are not of the best and fuel for road and rail transport is in short supply. The barges load and unload the freighters and liners that come into Tokyo Bay, operating between the ships and the warehouses on creeks, rivers and canals. Sometimes, when warehouses are full up, the barges act as storage places

THE WATER GIPSIES OF JAPAN

The Life of the Bargees on Nippon's Great Rivers and Canals

DOMESTIC LIFE AMONG THE WATER GIPSIES OF NIPPON : *Left*—The sole facility for cooking on a barge is the primitive "shichirin." A bargee's wife is seen stirring up this charcoal fire preparatory to cooking the evening meal. *Right*—A barge-owner and his family in their comparatively spacious quarters afloat

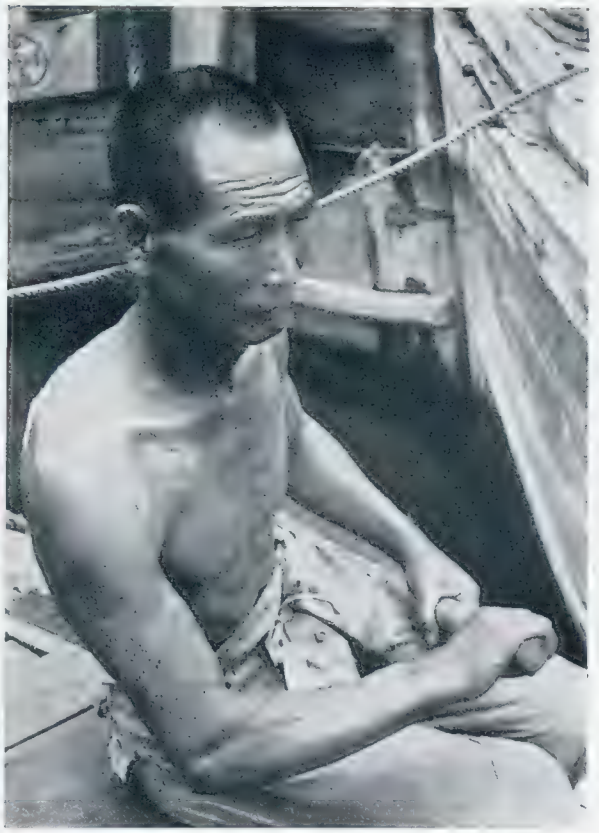
Every country has its "floating population." In Tokyo alone, more than 2,000 families, or almost 15,000 men, women and children, live on the barges and river boats which transport food and coal and other commodities in squat, flat bottoms. They comprise a separate population, completely isolated from modern society and the regular life of the landlubbers—people who were born, bred and destined to die on their small, tub-like barges just like their predecessors. In the whole of Japan, the total of river-dwellers who are for ever floating down the numerous rivers, canals or in coastal waters, is said to aggregate 30,000 families representing a total of 100,000 people. The majority of these families are found in the cities of Tokyo, Yokohama, Nagoya, Osaka, Kobe, Kanmon (Shimonoseki-Moji), leading the life of gipsies. By Japanese society in general, the river-dwellers are a people ignored and forgotten, looked upon as aliens who do not belong on the same national register. And yet, the average Japanese citizen cannot but admit that without the support of the "daruma-bune," or barge operators, Japan's already-congested transportation system would become entirely clogged. Ever since the feudal Yedo Period of the war-lords, Japan has always suffered from a dire lack of transportation facilities as well as good roads. Hence the continuing reliance on the waterways. In the old days, the type of craft which were popularly employed were flat sailing-boats ("hokake-bune"), for the "daruma-bune," or barges were not yet in use. The principal cargo was rice, "sake," or rice-wine, and logs, transported from warehouse to distributing centre. The history of the tub-like wooden barges which are being used to-day goes back only sixty years. At

MEAL-TIME FOR A BARGEE'S FAMILY LIVING ON A TOKYO CANAL : Born and bred on their river-craft, they know no other form of existence. They scorn the landsman and the landsman ignores them, but there is no doubt that the bargee plays a vital part in Japanese economy, and that without him the transport system would be in utter chaos

PUSHING A BARGE WITH A WOODEN POLE : When the barge is loaded to its capacity of 200 tons two men sometimes work the poles. To obtain a firm grip upon the deck, the men remove their sandals and work barefooted

THE BARGEES' LIVING QUARTERS ARE SPACIOUS BY GRAND UNION CANAL STANDARDS : A mother and her child taking tea at the entrance to their cabin. Above the doorway is the "kamidana," where offerings are made to the memory of ancestors. In the background is the empty hold of the barge

A VETERAN BARGEE STANDS PROUDLY ON THE DECK OF HIS AGED CRAFT : In the background the wife of a neighbour stands on deck preparing the evening meal on a charcoal fire. The bargees enjoy a great deal of leisure, their working month seldom being more than ninety hours ; five 18-hour spells



BEARING THE SCARS OF HONOURABLE TOIL : Deep scars below the shoulders of this barge-owner betoken long years of barge-pushing in the canals and creeks of the Tokyo area. On his back is a piece of adhesive medicinal plaster which he uses to ease aching muscles after a particularly heavy spell of duty

most, even the large sailing-boats used in the Yedo days boasted of a capacity of only 100 tons. Gradually, however, after Yedo came to be known as Tokyo, and with the coming of more Western ships to the ports of Japan, the tonnage was increased, and to-day the wooden barges commonly seen in Japanese rivers and canals are capable of taking on cargoes up to 200 tons. The early Japanese barge-men were neatly dressed in white pants, shirt and "tabi" (Japanese socks), and with their boats often gaily decorated with red and white bunting they presented a colourful sight. The barge-men of to-day, however, are for the most part shabby in appearance, while the only colour is provided by the family washing hung up to dry. The main work undertaken by operators of the "daruma-bune" is to unload cargo from freighters in port or at anchor off the shore, and to transport it to various warehouses by ascending the rivers or canals. They also transport cargo from the warehouses to the ships.

Until about twenty years ago, there were practically no educational facilities for the children of barge families. After the surrender and the advent of a new democratic era, various cultural groups actively began to spur the education of youngsters born on barges, with the result that at present they are being properly enrolled in schools established for this purpose.

Financially, the barge families are considered to be fairly well-off when compared with the lot of the average family of the cities in inflation-ridden Japan.

In most cases, the living quarters on a barge consist of a fairly spacious room, which acts as parlour, bedroom and kitchen ; every other inch of space being sacrificed for the carrying of cargo.

RESTORING CONISBOROUGH CASTLE

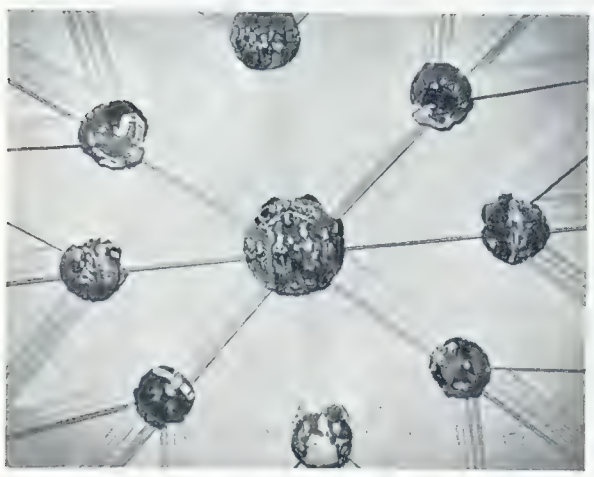
REVEALING THE ANCIENT GLORIES OF ST. HELEN'S, NORWICH

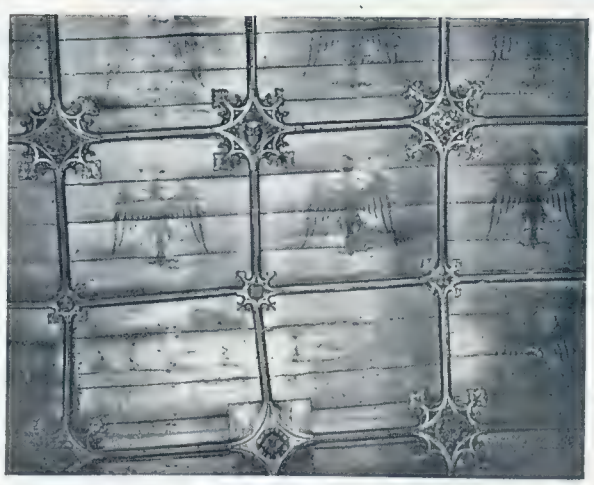
On right :—
In Sir Walter Scott's *Ivanhoe*, Conisborough was the home of Athelstane, and the castle figures prominently in this famous tale of the days of Richard I, of the fair Rowena and the high-souled Rebecca. His Majesty's Office of Works has lately begun restoration work at Conisborough, and already clearance of debris has begun at the base of the curtain wall. The outstanding feature of the castle is the cylindrical keep, with its six huge buttresses reaching from ground to parapet. This better-preserved part of the ancient Yorkshire stronghold dates from the twelfth century.

CONISBOROUGH CASTLE AND ITS FAMOUS TWELFTH-CENTURY CYLINDRICAL KEEP : The Ministry of Works has just begun the restoration of this celebrated Yorkshire stronghold, a still extensive ruin which dominates the little town of Conisborough, five miles south of Doncaster. To-day the moat is filled with bushes, and the walls are crumbling, but Hameline Warrenne's keep, reaching 90 ft. from ground to parapet, is in a rather better state of preservation

WORK STARTS ON THE REFURBISHING OF CONISBOROUGH CASTLE : Clearing debris from the courtyard preparatory to the erection of scaffolding. In the background is the well-preserved cylindrical keep. The courtyard wall is much overgrown

NOW CELEBRATING ITS 700TH ANNIVERSARY—A SANCTUARY FOR OLD PEOPLE IN AN ANCIENT CHURCH : St. Helen's, Norwich, dating from the thirteenth century, which is used as a hospital and home for old folk. The male inmates are in the west end of the church and the female inmates in the east end. The rest of the building is still serving as a church





THE RENOVATED ROOF OF ST. HELEN'S, NORWICH, WHICH IS SERVING BOTH AS A CHURCH AND A HOME : *Left*—The renovated bosses in the vaulted roof of the church. They represent the Coronation of the Virgin and vie with those in Norwich Cathedral Cloisters, claimed to be the best in the country. *Right*—The Eagle Ward panelled roof, known as the Waggon Roof, in the church. Each panel contains an eagle commemorating the visit of Richard II and Anne of Bohemia.

Four hundred years ago, Robert Kett, Lord of several Manors in Norfolk and popularly described as a tanner, was responsible for the sacking of St. Helen's Church, Norwich, now also known as Great Hospital. Coinciding with this 400th anniversary is the 700th anniversary of the foundation of the cloistered building. The occasion also coincides with some important restoration work at St. Helen's. This has revealed, beneath coverings of centuries-old grime, some of the very fine original carved stone and woodwork. Until the time of the Dissolution, in the reign of Henry VIII, the church was used for aged chaplains, and thereafter as a home for aged people. To-day the building is divided into three sections—the west and east ends, with cubicles, for men and women respectively, and the centre portion for church services.

THE POPE, PRECEDED BY THE CROSS-BEARER, ENTERS THE HALL OF THE CONSISTORY AT THE APOSTOLIC PALACE: The special secret Consistory was attended by sixteen Italian members of the College of Cardinals. Last week Pope Pius XII delivered his allocution, protesting against the life sentence imposed on Cardinal Mindszenty. His Holiness emphasised that foreigners unsympathetic towards the Hungarian Government were not permitted entrance to the trial, leaving the impression that the authorities feared that its true nature might become clearly known to all. The trial, he said, was conducted in a suspicious manner and he denied emphatically that the Apostolic See had instigated opposition to the Hungarian Republic. His Holiness criticised the Cardinal's arrest "in rash defiance of the reverence due to religion," and protested against the violation of the sacred rights of the Church

POPE PIUS XII SEATED ON HIS THRONE AT THE SPECIAL SECRET CONSISTORY HELD IN THE VATICAN: Members of the Sacred College are seen standing just before the traditional "Extra Omnes" was called. His Holiness delivered an outspoken allocution condemning the trial of Cardinal Mindszenty in Hungary

SECRET CONSISTORY IN THE VATICAN

Pope Pius XII Leads the Protest Against the Life Sentence of Cardinal Mindszenty

A PROTEST AGAINST THE TRIAL OF CARDINAL MINDSZENTY FROM THE GEORGE CROSS ISLAND: Malta's Prime Minister and Archbishop Gonzi drive through the streets of Valletta in an open carriage, surrounded by cheering crowds, on the National Feast Day. On February 10, Maltese in their thousands demonstrated against the trial of Cardinal Mindszenty. The Archbishop of Malta addressed the people from his carriage outside the historic Co-Cathedral of St. John in Valletta, speaking to them of Cardinal Mindszenty, the trial and Communism. The same evening Archbishop Gonzi sent the following telegram to the Pope: "During the celebration of the National Maltese Feast of St. Paul's Shipwreck at Valletta, thousands of the faithful, led by the Archbishop and the Prime Minister, have held a demonstration as a protest against the arrest and the sentence passed on Cardinal Mindszenty and showed their attraction and obedience towards the Holy See"

GERMAN ROMAN CATHOLICS SWELL THE PROTEST AGAINST THE LIFE SENTENCE OF CARDINAL MINDSZENTY: A mass meeting was held at the Rheinhall, in Dusseldorf. Five thousand German Roman Catholics attended the meeting which was presided over by Cardinal Frings of Cologne and attended by the President of the State of Northrhein-Westphalia, Karl Arnold, who was one of the speakers. In this view of the meeting, Bishop Stockums of Cologne is second from the left, with Karl Arnold and Cardinal Frings (reading a paper) on his left

HIS HOLINESS POPE PIUS XII IMPARTS ABSOLUTION FROM THE THRONE OVER THE SYMBOLIC COFFIN AT ST. PETER'S BASILICA IN THE SOLEMN CEREMONIES MARKING THE TENTH ANNIVERSARY OF THE DEATH OF HIS PREDECESSOR, POPE PIUS XI: Mass was celebrated by Cardinal Tedeschini, after which His Holiness imparted absolution over the symbolic tomb seen in the left foreground. The Pope was escorted to the Sistine Chapel by the Papal and Swiss Guards. The Mass was attended by twelve Cardinals, resident in Rome, wearing red capes and silver mitres in sign of mourning. In this picture His Holiness is on the throne, with six Cardinals seated on his right. The black-coated figure standing at the right of the throne is His Excellency Prince Don Asprena Colonna, Assistant to the Pontifical Throne. Seated between him and the Throne is Cardinal Bruno and, on the Pope's left hand, stands Monsignor Enrico Dante, Prefect of Pontifical Ceremonies

ITALY REAFFIRMS THE LATERAN PACT WITH THE VATICAN: The Premier, Alcide de Gasperi, with members of his staff and officials of the Vatican. Pope Pius XII (then Eugenio Cardinal Pacelli) drafted the 1929 accord which recognises the Vatican City as fully sovereign and independent. It was signed by Mussolini. Signor de Gasperi made his first official visit to the Vatican for the reaffirming. A platoon of Palatine Guards saluted the Premier and his party as they entered the Vatican grounds. After the ceremony, Signor de Gasperi laid a wreath on the tomb of Pope Pius XI, under whose direction the Lateran accord had been drafted. In this group, Signor de Gasperi is seen in the centre. On his right (wearing cassock), is Diego Venini, Secretary Waiter to the Pope, and between and behind them is Giulio Andreotti, the Italian Under-Secretary to the Premiership. On de Gasperi's left hand (holding silk hat) is Marquis Francesco Mario Taiani, head of the Ceremonial Staff of the Italian Foreign Ministry

NEW LIFE FOR THE TREASURES OF WARWICK CASTLE

Restoration Work on the Celebrated Art and Armour Collections in the Great Feudal Residence

THE GREAT DINING-ROOM AT WARWICK CASTLE HAS TEMPORARILY BECOME THE STUDIO WHERE THE CASTLE'S ART TREASURES ARE BEING RESTORED: The work of restoration is being carried out by Mr. Henry Happ, who learnt his art at the Academy, Berlin, and he is seen in the background of this picture engaged in mixing colours. Behind, is Van Dyck's portrait of Charles I

Warwick Castle, occupying a lofty site on the banks of the Avon, was once described as "the most princely seat in these Midland parts of the realm." Needless to say; every summer brings a large quota of visitors to Warwick from the other side of the Atlantic, lured in part, perhaps, by their reverence for antiquity, in part by the name of Warwick, which, for a brief space in this present century, between the World Wars, flashed across the headlines of Hollywood and the American "tabloid" Press. With spring approaching and the tourist invasion imminent, work is going ahead at the castle on the refurbishing of its treasures, its magnificent collection of pictures and its unrivalled collection of arms and armour, much of the latter associated with the redoubtable Guy of Warwick. The art collection, including works by Rubens, Van Dyck, Holbein, Romney and Sargent, is now receiving the attention of Mr. Henry Happ, a restorer of European reputation. Using the Great Dining-room of the Castle as his studio, Mr. Happ is going ahead rapidly with his task, and has already completed work on a Romney, a Van Dyck, a Velasquez, and a Holbein. Unlike many restorers, he does not use linseed oil in his restorations, but makes up an egg emulsion to ensure that over a period of time the colour will not darken. Mr. Happ learned his art at the Academy in Berlin, but fell foul of the Nazis in the early '30's, and in 1935, together with some twenty-four other German artists, received orders to cease his activities.

THE ART OF RESTORATION BY AN EXPERT OF EUROPEAN REPUTE: Mr. Happ at work on two of the treasures of Warwick Castle. *On the left* he is seen touching-up Sir Joshua Reynolds's celebrated work "The Schoolboy." *On the right* Mr. Happ is demonstrating the use of his electrically-heated iron, his own invention, in the removal of blisters. The temperature of the iron is controlled by a rheostat. This portrait is in a sad state of dilapidation, and there are actually rents in the canvas. Before the war Mr. Happ was engaged in work for the Duveens. He has also carried out restorations at the Louvre

WARWICK'S HEAD GUIDE TRIES ON A SUIT OF REFURBISHED ARMOUR: Mr. C. G. Green fitting on the accoutrements of a Cavalier in the Armoury Passage at Warwick Castle, which has one of the best-kept collections of arms and armour still existing in private hands in this country

REPAIRING A GAUNTLET: Mr. Frank Pargetor, assistant to the Head Guide, engaged in maintenance work on the collection of armour. On the table is Cromwell's helmet

IN ARMOURY PASSAGE AT WARWICK CASTLE: Part of the fine collection of swords and side-arms dating back to the sixteenth century. The armour has been kept in such fine condition that little maintenance is required, apart from regular cleaning; but a general overhaul is now taking place, and all small defects are being repaired. Cromwell's helmet, the mace of Warwick the Kingmaker, and the armour in which the second Lord Brooke was killed at the battle of Lichfield are the gems of the collection

On left—ARMOUR WITH A PERPETUAL SHINE: Mr. Frank Pargetor, assistant to the Head Guide, seen at work on the prized collection. As spring draws near the usual steady stream of visitors is expected at Warwick, and all will soon be in readiness for the invasion

A Record of the Home News in Pictures

From LONDON, the HOME COUNTIES and the WEST

FOR THE FIRST TIME IN EIGHTEEN YEARS THE GUARD DUTIES AT WINDSOR HAVE BEEN TAKEN OVER BY A LINE REGIMENT: The 1st Battalion the Shropshire Light Infantry relieving the Life Guards at the Castle. The latter have been doing temporary duty at Windsor following the departure of the Grenadier Guards for Malaya, where they are now on active service. This picture shows the new guard and the old guard presenting arms during the change-over ceremony

MORE RECORDS BROKEN AT THE PERTH SHORTHORN SALES: A general view of the show ring where buyers from all parts of the world forgathered. Last year's top price of 6,000 guineas was beaten when Cruggleton Account, the Senior and Supreme Champion, from Mr. A. J. Marshall's herd at Stranraer, was sold for 7,000 guineas. The Reserve Junior Champion, Calrossie Good News, from Captain J. MacGillivray, of Nigg, made the second highest price of 6,000 guineas. A week previously the Aberdeen-Angus pedigree show also took place at Perth. Forty early-February bulls aggregated 12,919 guineas

A ROYAL OPENING FOR THE NEW FLATS IN MARYLEBONE: The Cochrane Street flats which the Queen was to open in mid-February. The opening, however, has had to be postponed until March 8. The flats are in four big blocks, and when the whole scheme is complete there will be sixty-four flats of one, two, three, four or five rooms. They are all-electrical and are designed essentially for residents from "the lower-income group." One of the great features of the Cochrane Street block is the community centre

WORK BEGINS ON ANOTHER NEW SATELLITE TOWN: House-construction at Crawley, where the first part of the scheme of the Ministry of Town and Country Planning calls for the erection of 200 houses. Eventually the population will be 50,000, mostly from London. Progress is not rapid as there is a lack of skilled labour. The shortage of bricklayers is particularly serious. As Mr. Silkin unfolds plans for more towns he continues to meet with local opposition

A LINK BETWEEN SOUTHWARK AND HARVARD: Mr. Joseph Charles, First Secretary of the United States Embassy in London, speaking at the opening of a new block of residential flats in Southwark. The flats are named after Dr. James B. Conant, president of Harvard University, and the ceremony was recorded for inclusion in the B.B.C. North American service. The connection between Southwark and Harvard dates back to 1637, when John Harvard left his native Southwark and settled at Charlestown, Massachusetts. The following year he died and bequeathed to a new college, which was to be established at New Town (near Cambridge), his books and half his estate of £1,580 (part of which was the proceeds of the sale of a Southwark inn). Dr. Conant is a Freeman of the Borough of Southwark

THE ULSTER UNIONISTS SCORE A GREAT VICTORY AT THE POLLS: Sir Basil Brooke, Prime Minister of Northern Ireland, who was returned with a majority of 1,420 in his constituency at County Fermanagh, addressing a rally in the Ulster Hall, Belfast, as the campaign drew to a close. The victory of the Unionists brought an outcry from the London office of the High Commissioner for Eire. A statement alleged that the Northern Ireland General Election was "so defective from the beginning that no other result was possible." The statement further claimed that elaborate devices were used in order to prevent the opposition from polling their full strength or "securing the seats to which in a democracy they would be entitled"

CUTTING OFF A CORNER ON THE ROAD TO WALES: A floating aircraft landing-strip, similar to those employed in the Pacific during the war, is being assembled to provide a bridge for road traffic across the River Severn between Newnham, on the Welsh side, and Arlingham, on the English side. The landing-strip is built up of hexagonal metal floats hinged together. The new bridge is expected to be in use in the summer, and will save a long road journey around Gloucester. The plans for the new Severn Bridge, which will bring Bristol in much closer contact with the cities of South Wales, are now going forward, but the Newnham "landing-strip" bridge will be a valuable stop-gap

THE NEW LINK BETWEEN THE SEVERN SHORES: Men preparing anchorages for the floating bridge which is being built between Arlingham and Newnham, and which will cut off "the Gloucester corner." A section of the hexagonal floats is seen in the foreground

THE AUTOMOBILE ASSOCIATION INTRODUCES ITS RADIO-CONTROLLED BREAKDOWN SERVICE FOR MOTORISTS: While a member of the A.A.'s breakdown team renders assistance to a stranded motorist, a colleague makes radio contact to A.A. headquarters informing central control that they are on the spot and dealing with the trouble. Radio-controlled vans with full equipment for roadside repairs are directed to the immediate assistance of motorists whose cars break down at night anywhere within the London postal area. The service is also extended to unaccompanied woman drivers (not A.A. members)

WHEN A CALL FOR HELP IS RECEIVED AT THE LONDON HEADQUARTERS OF THE AUTOMOBILE ASSOCIATION: The telephonist on the right is receiving news of a breakdown from the car owner who has telephoned from the call-box near the scene of the breakdown. A.A. breakdown teams in the vicinity are then notified by radio-telephony, and the motorist receives assistance within a very few minutes. At present the A.A. Night Breakdown Service will apply only to the London postal area, but its extension to the big provincial cities will be considered should there be evidence of demand for it. The scheme, believed to be the first of its kind in operation, is really an extension of the A.A. breakdown scheme whereby members may have emergency repairs carried out by garages in any part of the country, the charges, within certain limits, being defrayed by the Association. It has been introduced owing to the inability of motorists to obtain aid from garages in many parts of London after normal working hours, particularly at week-ends

THE REVIVAL OF THE RYE POTTERY INDUSTRY: Two brothers, W. V. and J. R. Cole, both of them former London sculptors, have restarted this industry and are turning out large consignments for export. *Left*—Vases being fashioned in the main workshop. *Right*—Mr. W. V. Cole, one of the directors, packing a consignment. While these finely-painted articles go to boost our export trade, British housewives have still to be content with white Utility china

THE BASINGSTOKE CANAL, WHICH IS TO BE OFFERED FOR SALE ON MARCH 1 : A view of the canal at Ash Vale, looking in the direction of Basingstoke. The Basingstoke Canal Committee has just been formed by the Inland Waterways Association with a view to enlisting public support for the purchase of the canal when it comes up for sale. Between £2,000 and £3,000 has already been promised for the project, it is understood, and it is hoped that £20,000 can be raised so that the waterway can be run for the public benefit. The canal links Basingstoke with the Thames in the vicinity of Weybridge

A CANAL FOR AUCTION

Public Support for the Plan to Purchase the Basingstoke Canal

Through a picturesque stretch of Surrey and North Hants runs the Basingstoke Canal. It is just one of the many derelict canals of England and Wales, offering such a marked contrast to the great commercial concerns which still play their part in the nation's economy. Members of the Council for the Preservation of Rural England, the Camping Club and the Ramblers Association are among the many organisations interested in the question of the Basingstoke Canal's preservation, and the Inland Waterways Association has actually gone so far forward with preservation plans as to form the Basingstoke Canal Committee. Mr. Styring, Vice-chairman of the Committee, told a recent meeting of interested parties at Aldershot that it was hoped to keep the towing-path for ramblers, and to provide facilities for swimming, skating and fishing, and for the mooring of craft.

PICTURESQUE ASPECTS OF THE BASINGSTOKE CANAL, WHICH COULD BE MADE NAVIGABLE FROM BYFLEET, WHERE IT JOINS THE WEY, FOR BOTH COMMERCIAL AND PLEASURE CRAFT. *Left*—The canal near Ash Vale, a view showing the bungalow of one of the Harmsworth brothers, the present owners of the canal, and (*right*) one of the locks at Brookwood. The gates, it will be seen, are falling into decay. Sir Frederick Sachse, who is interested in the project, says that the Inland Waterways Association has been bombarded with letters from the public, calling upon it to take steps to preserve the canal for recreation

THE GRAND PRIOR with the KNIGHTS of ST. JOHN

The Duke of Gloucester Holds an Investiture in the Chapter Hall of St. John's Gate, Clerkenwell

THE DUKE OF GLOUCESTER, AS GRAND PRIOR OF THE ORDER OF ST. JOHN OF JERUSALEM, INVESTS TWO DISTINGUISHED MEMBERS OF THE ORDER WITH THE INSIGNIA OF BAILIFFS GRAND CROSS: The Duke standing at the head of the Chapter Hall beneath the banners of the knights as he invested the Prior of the Order, Lord Wakehurst, and the Marquess of Carisbrooke. Afterwards His Royal Highness received the knights of the Order. The Duke wore a long velvet mantle embroidered with the white cross of St. John. Jerusalem was the first headquarters of the Order of the Hospital of St. John of Jerusalem, the task of the knights being to defend the hospital. Since then, this Order of Christian Chivalry has known vicissitudes. After it was revived in 1557, all the ancient privileges being restored, Queen Elizabeth seized the property of the knights, who fled to Malta. 1948 saw a revival of the ceremonial at Clerkenwell for the first time since 1936, the Duke of Gloucester receiving the knights for the first time in his capacity as Grand Prior

THREE KNIGHTS OF THE ORDER OF ST. JOHN OF JERUSALEM: Sir Ronald Wilfred Matthews, Field Marshal Earl Wavell, and Admiral Sir Algernon Usborne Willis. Sir Ronald is a former Master Cutler and a former chairman of the London North Eastern Railway. Sir Algernon Willis was made Commander-in-Chief, Portsmouth Command, in 1948. Immediately after the war he was C.-in-C. of the Mediterranean Fleet

From "LOVELY VIOLETS" to EXOTIC ORCHIDS

Some Facts and Figures About the Flower Industry

By CHARLES GRAVES

MORE than £40,000,000 is spent annually on flowers in Great Britain, and on an average they cost treble what they did in 1939, although the amount sold is down by 30 per cent.

At the moment flowers are very topical. This fantastic winter has brought everything forward by three to four weeks. Growers claim, however, that this does not mean that their expenses are any less, although they can scarcely deny that they have had to spend less money on fuel for forcing early flowers.

How much of these flowers come from abroad? Surprisingly few. At the present time there are 6,000 pads (small baskets) of French mimosa arriving each week, together with 300 pads of Dutch lilac. In fact, the only flowers being imported from abroad are things which we literally cannot grow in this country—with one exception. If you go into a smart West End florist and ask for a bunch of lilies of the valley you will probably receive a shock when you are charged anything from 10s. to £1. For lilies of the valley are the exception to the rule. Before the war all the best crowns (the technical word for roots) came from Germany. They still do, but they can only get here through devious routes *via* the Russian Zone. Who would have thought that this pretty harmless little white flower should have to run the gauntlet of the Soviet armed forces before appearing as a posy in the West End?

OFF TO THE CORNISH RIVIERA: Mrs. Staplehurst, who sells flowers outside Victoria Station, seen at Paddington before leaving for Cornwall, where it was arranged she should see the picking, packing and despatching of West Country flowers

In order to compile material for this article, I went to George Monro, the Covent Garden wholesalers, to Constance Spry, who specialises in flower decoration and what might almost be called flower jewellery, to a small florist 100 yards from me in Marylebone Road, and to a very large florist, the head of which flatly refused to give me any information about prices whatsoever. I learned from another source, however, that the latter recently asked 30 guineas for a bridal bouquet! There are, in fact, certain florists who act on very much the same lines as Bond Street jewellers and demand very fancy prices for fancy settings—in this case of flowers, not jewellery.

At the other end of the scale you have the small florist who operates on the very reasonable basis of 33⅓ per cent. Considering that the florist has to go with his car, or lorry, well before dawn to be in Covent Garden (at Christmas it was necessary to be there at 3 a.m.), it does not seem excessive. The £ s. d. of his business is quite simple. His rent, rates and lighting cost him £500 a year. His turnover is about £3,000 a year, of which £1,000 is profit. Thus he will buy red and white tulips (the Elmus variety) at 8s. a dozen and sell them for 11s. retail. When it is remembered that their crispness goes after three days the price is all the more reasonable. Lilac, which he buys at 15s. to 18s. a dozen stems, lasts four days, but he only charges the customer in his shop another 5s. Good daffodils and narcissus last about five days and cost in the market anything from 1s. 9d. to 5s. a dozen. Lilies of the valley at the moment are fetching 10s. a bunch. Carnations run from 10s. to 18s. in the market. Anemones, marigolds and French marguerites cost anything from 1s. to 1s. 6d. a bunch, with violets ranging from 2s. 6d. to 3s. 6d. a bunch and blue irises at 10s. a dozen.

Prices have dropped heavily since 1948. The Rose Copeland tulip, which cost as much as 18s. a dozen this time last year, is now down to 8s. 6d., while the big daffodils have dropped from 10s. a dozen to 5s. This young florist, Mr. John Boyce, reckons that he always has about £40 worth of stock in his shop, of which he sells about one-third per day. This means that he does not go automatically each morning to the market, though inevitably he goes every Monday morning. Competition is fierce in the neighbourhood. There are six flower-shops in Baker Street alone, nearly all of them post-war. The reason for this is that no licence is required to start a flower-shop, though licences are required to start almost any other kind of business. On Saturday afternoons he is inclined to sell his cut flowers more cheaply, because they are unlikely to survive the week-end. He finds that 75 per cent. of his customers are women, though usually it is the men who buy the orchids for their womenfolk. Cattleya orchids, the big purple ones to which film actresses are so addicted, cost anything from 12s. 6d. to a guinea apiece. There is no static price for them, but retailers have to put in a regular order all the same. They cannot just go to the market and buy them when they are given an order by a customer. "It 's all a bit worrying," says John Boyce, "but one has to get a living somehow. Sometimes I wish I was out of it—that is during the summer when most florists work for their expenses—but sometimes, of course, I am glad I 'm in it."

At George Monro there is a wage bill of £1,000 a week, and last year alone £30,000 was spent on boxes. This firm are in no sense middlemen. They are flower brokers. In other words, they are selling the flowers for the growers on commission and they do not pass on any further charge to the public. They work on a net profit of 2 per cent., but with a £1,000,000 turnover they are not doing so badly. To them, like other firms, come orchids from rich men, many of them members of the peerage, who have spent a fortune on these exotic blooms, but who can only expect to make enough out of the sale of their surplus orchids to pay for three or four of their gardeners.

Meanwhile, the Scillies are once again sending large quantities of daffodils. In the last fortnight they have despatched 20,000 boxes, each containing forty-eight bunches, costing either 1s. or 2s. a bunch, according to the quality, wholesale. English forced daffodils from Lincolnshire fetch as much as 4s. a bunch, being a higher grade.

At Constance Spry's I was reminded of the astonishing number of different ways in which a flower-shop with a first-class connection earns money. Apart from funerals and weddings (Constance Spry did all the flower decorations in Westminster Abbey for the marriage of the Duke and Duchess of Gloucester), they do the flower decorations every day for beauty parlours, perfumery shops, supper parties at places like Covent Garden Opera House, the Albert Hall, for events like the Billy Butlin Annual Reunion of Holiday Campers, a few restaurants (though not so many as before the war), cocktail parties (again, much fewer than before the war), a very big business in theatrical first nights and even an occasional harvest festival. This shop has its own specially designed flower bowls; any amount of artificial hollyhocks, amaryllis lilies and the like; a team of seven or eight flower decorators who go out on these various jobs, as well as a school with sixty pupils who pay 25 guineas a term. There is also a charge for private lessons at the rate of 1½ guineas for 1½ hours. The Syllabus of Instruction includes the choice and care of flowers; their lasting properties; methods of achieving various colour effects; their suitability to backgrounds; the architectural qualities of certain flower arrangements; wiring, mossing, wreath-making; bouquets, shoulder sprays, button-holes; the decoration of churches, banqueting halls and restaurants; arranging vases; fixing window-boxes; and the general principles of costing, marketing and packing.

In addition to this school in London, Mrs. Spry runs Wingfield Place, which combines the teaching of a finishing school and domestic science. Prominence is given to cooking, interior decoration, flower arrangements and gardening. If the truth be told, flower decorators are by no means well paid, even when they have taken a full course. They would do much better as stenographers at 5 or 6 guineas a week. No doubt, however, flower decorating is regarded as more ladylike. These floral arrangements are very much the thing at the moment, and it is an actual fact that florists will go and inspect their rivals' windows in order to get new ideas, or to copy the existing ones, just as snoopers will visit the top dressmaking houses in Paris in order to steal new ideas.

GATHERING IN THE SEASON'S FIRST MIMOSA FOR SCENT-MAKING AT GRASSE, SOUTHERN FRANCE: Before the war Grasse Perfume Industries used each year 2,000 tons of roses, 1,500 tons of jasmine and up to 10,000 tons of lavender

"FLOWERS AND BIRD'S-NEST," BY JAN VAN HUYSUM: Mr. Eugene Slatter standing beside a floral masterpiece of the eighteenth century in his Bond Street Gallery, where the exhibition is being held in memory of Ralph Warner, one of the founders of the Association of British Picture Restorers. Warner, who died last year at the age of seventy-two, was a leading authority on the restoration of Dutch flower paintings

And now five tips. (1) Putting pennies and aspirin into a vase full of flowers to revitalise them is said to be absolute nonsense. (2) Stems should always be cut when first put into water but the water itself should never be changed; it should merely be filled up. (3) If you have chrysanthemums, lilac, rhododendrons, or any other flowering shrubs with woody stems you must smash the base of them with a mallet before putting them into water. (4) Most people put far too much water into pots containing growing plants. (5) Rabbit wire is always the best way for supporting flowers in the vase.

Fashions in flowers alter from time to time. As a rule, people no longer send white flowers as funeral wreaths. They prefer bright-coloured tulips and gladioli. Superstitions, however, never change. There are thousands of people who regard it as unlucky to have any kind of lily in a house; who regard white lilac as bad luck, and who consider that the same applies to may and hawthorn. Some people even consider that mimosa brings unhappiness. In France, of course, it has a perfectly different connotation!

To people who have their own gardens in the country the cost of tulips seems quite excessive, particularly when buying for relatives in hospital or nursing homes whose rooms they wish to brighten. Before the war, even in the winter, it was possible to have attractive table decorations at no great cost, but the habit is rapidly dying out. To some people, of course, flowers are not a luxury. However much they cost, they feel they have to have them.

It is true that in these days of austerity flowers are one of the few things we have to cheer us, but cut flowers last such a short time, particularly in the unseasonably warm weather that we have been enjoying, that one can notice a definite swing over to pot plants. Here again, the prices charged in the West End vary considerably. In Covent Garden you can buy fine azaleas in pots from 12s. 6d. up to 21s.; hyacinths fetch between 1s. 6d. and 2s. a bloom.

Admittedly florists have to reckon on the perishable quality of their cut flowers, and therefore charge more than would be normal in any other trade. But pot plants are a different matter. . . .

IN THE EARLY MONASTIC STYLE—THE SION GOSPELS BINDING OF THE ELEVENTH CENTURY : One of the treasures of the Victoria and Albert Museum collection, now on view in a special exhibition at the Museum. This binding is decorated with coloured enamels and precious stones on a background of gold. Among the great variety of stones employed are emeralds, pearls, sapphires, rubies and agates

THE LORSCH IVORY BOOK COVER, A TREASURE OF THE NINTH CENTURY : This fine Carolingian work, which, like the Sion Gospels, has had a chequered history, depicts the Virgin and Child with St. John the Baptist and St. Zacharias adorning the panels. Before coming to London this front cover was in the Lorsch Abbey in the Rhineland. The back cover is in the Vatican

THE ART OF CLEEVE : This fine binding is the work of a seventeenth-century bookbinder. It exemplifies the fanfare style of geometrical patterns filled in with floral designs

The ART of the BOOKBINDER

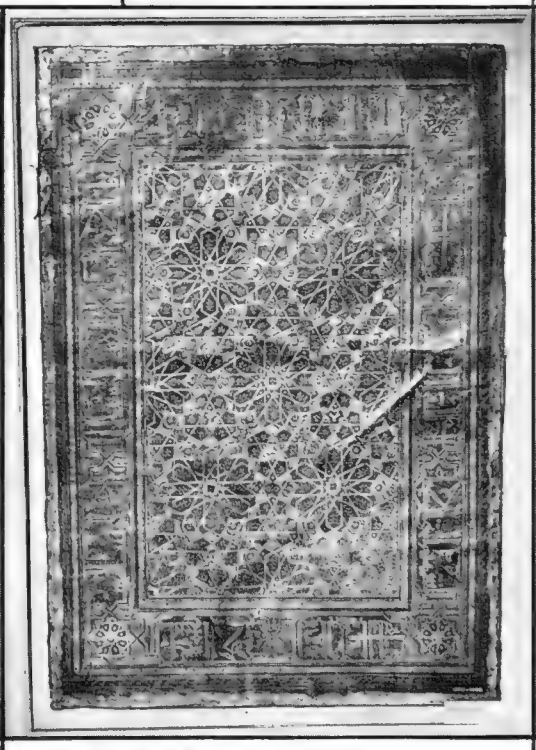
The Victoria and Albert Museum Displays its Celebrated Collections; Coptic Bindings of the Seventh Century to the Present Day

Before the invention of printing, in the days of manuscript Bibles, psalters and Books of Hours, bookbinding was performed largely by monks who prepared the books up to a certain point ready for the goldsmith and jeweller. Works of this character, including the seventh- and eighth-century Sion gospels, which belonged to the Emperor Charlemagne, form an important part of the present exhibition of bindings at the Victoria and Albert Museum. The exhibition, including nearly 300 works, is wonderfully comprehensive. In the fifteenth century and sixteenth century we come to the golden age of binding, the age of Jean Grolier, of Lyons, one-time treasurer to the Duke of Milan, who collected round him works unsurpassed in beauty of design and workmanship, and we see the steady development of the craft with the emergence of the fanfare style (geometrical patterns filled in with floral designs) and the pointillé of Le Gascon in the seventeenth century. The exhibition shows much fine Dutch and German work, some of it in unusual materials, such as silver, and it does not spare the reputations of creators of less pleasing work in Victorian times.

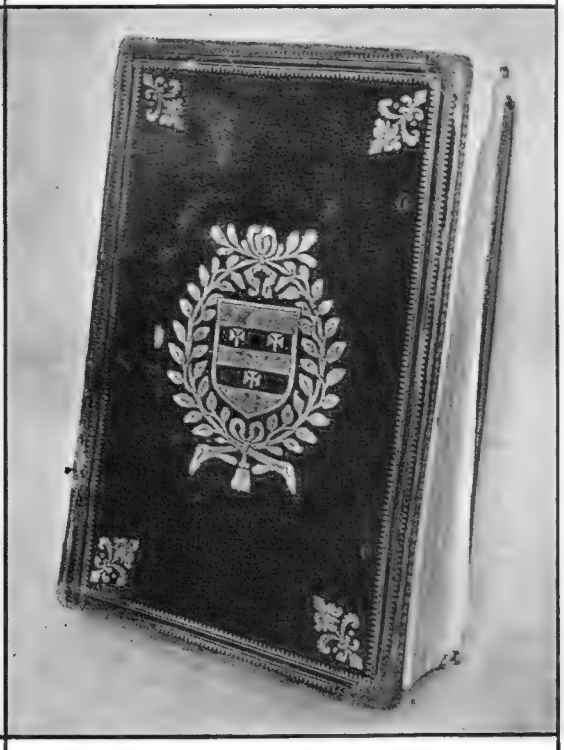
A NETHERLANDISH COPY OF THE NEW TESTAMENT : Elaborate needlework adorns the covers and also the bookmarkers. This is not typical of Netherlands craftsmanship in the seventeenth century, for the bookbinders specialised for the most part in fine blind-tooled bindings

A COMMUNION BOOK IN EMBOSSED SILVER : This German work, dated 1731, is one of several examples of the use of other than traditional materials

ITALIAN ACCOUNT BOOK : This binding is dated Siena 1310. It is a very early work, for it was not until the fifteenth century that binding took rank as an art by itself



A COVER OF THE KORAN FROM EGYPT : An example of fifteenth-century craftsmanship. On the border in Kufic script are thirty-one of the ninety-one tributes to Allah



THE ARMS OF JOHN FELL, BISHOP OF OXFORD : They adorn a Hebrew Bible dated Amsterdam 1631. Dr. Fell was one of the great patrons of the Oxford University Press

The World of Books—By VERNON FANE

ALBERT WAS GOOD; ALBERT WAS GREAT

Lytton Strachey, Hector Bolitho, and a Summing-Up of the Era of Victoria

ONE cannot approach THE REIGN OF QUEEN VICTORIA, by Hector Bolitho (Collins. 16s.), without reference to Lytton Strachey, who, with his exquisite lucidity, stated the qualifications for such a work: "A capacity for absorbing facts, a capacity for stating them, and a point of view."

Twenty-two pages of "Sources and References" are a testimony to Mr. Bolitho's industriousness in search of facts: and his previously published works demonstrate his capacity for stating them. His point of view is equally positive. Albert was not only a Good but a Great man. Victoria could be stubborn, arrogant and even, though breathe it gently, ignorant, but there was about her an inescapable aura of something almost approaching divinity. Her relations with her Heir-Apparent were more amiable than might have been deduced from what went on towards the end of her reign.

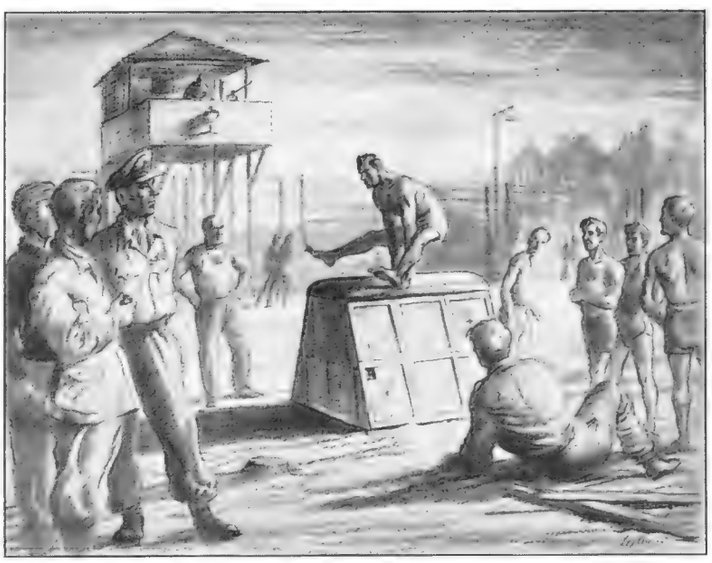
That is the point of view, and it adds up to readable historiography. The number of books on this subject is immense and the number of points of view equally varied. You can pay your money and take your choice.

To say that crofting is an individual form of farming is to say a good deal less than the truth. It is also one of the most exacting and loneliest methods of farming and, as a project for a woman to take on alone, pretty well unheard of. And though that sentence may not be grammatically correct, it is a sober agricultural fact. Nevertheless, Miss Margaret Leigh undertook to farm a small area of land in the North-West of Scotland, and a little to the south of the isles of Rhum and Eigg. SPADE AMONG THE RUSHES (Phœnix House. 12s. 6d.) is Miss Leigh's account of her experiences there, and it makes inspiring reading even for those who would quail before the task of carrying pailfuls of gravel uphill to make the foundation of a path, and of keeping a dawn watch against the sheep that might leap over the stone walls into the garden. The fortitude that it takes to run a farm in these regions is evidently possessed by the author, and she expresses it in her own words: "The day will come when I can no longer meet the demands of the wild; then I must seek a home with roads and conveniences and public conveyances. But not before it becomes inevitable. . . ."

When a man of fifty decides to sail from South Africa to Trinidad across the South Atlantic in a 34-ft. yawl, it is reasonable to suppose that his travel log will be worth reading. THE WIND IS FREE (Allen and Unwin. 16s.) is such an adventure story, of the trip undertaken by the author, Mr. Frank Wightman, and his companion, Graham Young. It is told with gusto and in detail, and is illustrated with photographs taken in the course of the voyage, in at least one of which, Mr. Wightman is depicted as the most muscular of quinquagarians.

When he was twenty-one years old, Mr. Edmund de Rothschild had the great good fortune to be sent round the world on a sensible and lavish educational tour. He started, *via* South Africa, at the beginning of November 1937 and returned to England in the summer of 1938. He shot game, some of it big, crossed the Andes, visited Angkor Vat and the thermal pools of New Zealand, the Panama Zone and Delhi, amongst a hundred other places, and returned to England. WINDOW ON THE WORLD (Peter Davies. 15s.) is the record of this voyage,

One of the most extraordinary escapes from a prison camp in this last war was organised by two British officers, who were later joined by a third, and who all reached England safely in 1943. It was a unique occasion, and the plan through which it was achieved was unique, too. THE WOODEN HORSE (Collins. 10s. 6d.) is the story of this nearly superhuman adventure, from the day when the idea occurred to a man in a stifling wooden prison hut in Silesia, to the day when, with his companion in escape, he reached, first Denmark, then Sweden, helped from time to time by members of the underground in those countries and even in Germany, but, of course, chiefly by his own good sense and that of his partner. Mr. Eric Williams has written the book in the third person, and has written it with admirable restraint, exactness and, most admirable of all, humour.



THIS WOODEN HORSE HAD TROJAN QUALITIES: This drawing by Lee Kenyon comes from Eric Williams' book "The Wooden Horse" (reviewed on this page), in which he describes a remarkable escape from Stalag Luft III, the notorious German camp, of three British officers. It was from Stalag Luft III that the ill-fated mass escape was made later in the war

Mrs. Theodora Stanwell-Fletcher and her husband are responsible for DRIFTWOOD VALLEY (Harrap. 15s.) one of this week's most unusual travel books. This intrepid couple built themselves a cabin in the wilds of Northern British Columbia in 1937, and settled down there in apparent satisfaction (if not comfort) to observe the habits of the local animals and the details of the local plants. Mrs. Stanwell-Fletcher's lively account, and her husband's observant and delicate drawings make an enchantment of this book which is a tribute to courage and initiative.

I hope that Mr. Negley Farson will not regard it as an adverse criticism when I say that I enjoyed his notes on sea and swamp life more than the human story he tells in his new novel, SONS OF NOAH (Gollancz. 12s. 6d.). When he writes about seabirds and migrating ducks, or when he details the science of sailing in fiercely unfavourable weather and waters, Mr. Farson has all my admiration, partly because it is so evident that he knows his subject.

Mr. Reginald Campbell has written a new kind of thriller—without detection—in THE ABOMINABLE TWILIGHT (Cassell. 8s. 6d.). In this story a young woman who has suffered a nervous breakdown through being jilted by the man she loves, goes to a country nursing home where she finds the treatment restorative, but forms an unhappy friendship with an older and dominating woman. The girl leaves the clinic and works as secretary to her slightly-sinister friend, who then tries to drive her slowly mad. You may be relieved to hear that the fiend-type doesn't succeed in her plot.

M. Corrado Alvaro has written a novel about an unnamed but not unidentifiable totalitarian state and, with some irony, has given it the title MAN IS STRONG (Sampson Low. 9s. 6d.). Frances Frenaye's translation from the original Italian may or may not be responsible for the abruptness of its style; the result is a book that is harshly expressed and that, in spite of its earnest purpose, often trembles on the verge of burlesque.

MUSIC OF THE STORM (Falcon Press. 8s. 6d.) is an odd story set in a lonely house on a Yorkshire moor—the kind of house that always sets me to puzzling in my mundane way how they arrange about the groceries. Mr. David John Welsh, however, is more concerned, and, of course, rightly, with the way in which the destinies of his characters are worked out, and he has quite enough on his hands since they are a couple of fairly inhibited sisters and a Polish deserter wanted for murder and, in the sisters' case, wanted for love.

I am of that school who prefers a detective story to have some lusty terror and mystification about it, a degree of suspense, and, if necessary, the odd bloodstain. Nevertheless, I can appreciate the ordered and temperate logic of such a novel as Mr. John Rhode's BLACKTHORN HOUSE (Geoffrey Bles. 8s. 6d.), in which events take their course and, even if disordered, maintain the probabilities.

WAGHORN'S WAY

The Pioneer of the Overland Mail

As late as the third decade of the nineteenth century the conveyance of mail between London and Bombay was a business of fantastic difficulty. Between Bombay and Suez the steamers were hopelessly inadequate, and had to be crammed even to the Saloon with coal to ensure that they would get the 1,710 miles into Aden, the longest leg of the journey. Any form of co-ordinated service was non-existent. It was little wonder that the politicians at home were lamentably out of touch with the subcontinent; that a Hastings and a Clive should have dwelt so heavily upon their own initiative, later to face the direst consequences. On to this chaotic scene came that organising genius, Thomas Fletcher Waghorn. Born at Rochester in 1800, Waghorn was just old enough to serve as a midshipman before the Napoleonic Wars were over, and then as a young man he looked eastward. By the '30's of the last century, Waghorn had organised an overland mail from Cairo to Suez to link the improving steam communications from England to Egypt and Egypt to India. Letters with the Waghorn cachet sped eastwards over the whole India route in seventy-four days and westwards in as little as sixty-four. Often this go-ahead young man was 600 miles ahead of the Post Office mails. His camels, and his vans drawn by relays of horses, made light of the desert journey; what had previously been a dangerous path beset by robbers was now a secure highway. Waghorn built comfortable rest-houses along the way, and at the Middle Station, between Cairo and Suez, there were ladies' and servants' bedrooms, and a good dinner, with chicken, pigeon and mutton, could be had for 4s. The whole story of Waghorn's pioneer enterprise, entered upon in the face of political opposition and prejudice, is told by John K. Sidebottom in an enthralling narrative, THE OVERLAND MAIL (published for the Postal History Society by George Allen and Unwin. 25s.). Waghorn was a man of immense vision, but the British Treasury and India House let him down, and it was just 100 years ago that they defaulted upon his expense account for experiments made upon the Trieste route. Waghorn returned to England and died on January 7, 1850, broken in spirit. This book is a fine memorial to his achievement, and a tragic record of perfidiousness in high places that let him go so ill-rewarded.

Spanning almost exactly the same years as Waghorn, and one who must have used his cachet on many a letter to and from India, was Thomas Babington Macaulay, historian, essayist, and politician, who loomed large for a while upon the Supreme Council of India. LORD MACAULAY: SELECTED WRITINGS (Falcon Press. 5s.) is a most welcome volume, and its editor, Harold Hobson, has chosen with skill, showing the vast range of Macaulay's style from the ruthless eloquence of his essay on the character of Charles I, with all its bombast and exuberant but artificial wordiness, to the infinitely subtle and mature set-piece in which he describes the death of Charles II, dying with his natural sons around him and with a "fortitude that did not seem to belong to his rich and luxurious nature." Macaulay, beyond all doubt, created great verbal music when he chose to soft-pedal, but even so, we can still find pleasure in his thundering, as when he dilates upon the Puritans. We can all agree with Mr. Hobson that "It is a Brock's Benefit. For a night out among the bursting rockets and the shimmering Catherine wheels there is nothing like it anywhere."

The Van Gogh Exhibition at the Tate proved well and truly that Monsieur Vincent has a vast following in England. VAN GOGH (Faber and Faber. 21s.) is a volume of superb reproductions with notes by Philip James.

THE ARTS IN ENGLAND (Falcon Press. 9s. 6d.), by B. Ifor Evans and Mary Glasgow, is another one of those rather elaborate pieces of introspection, showing the changing face of artistic Britain since 1939, of the new world that lies before us as we climb the Parnassian heights hand-in-hand with the Arts Council, C.E.M.A., E.N.S.A., U.N.E.S.C.O., or any one of a dozen eager guides. There is an obvious inclination to say, "away with it all," but Miss Glasgow and Mr. Evans certainly make out a case for the need for more planning in the artistic realm.

Rose Macaulay, with her keen, satirical wit, has exposed with devastating force some of the major follies of our age. PERSONAL PLEASURES (Gollancz. 8s. 6d.) is a delightful volume of essays written in the happiest of veins; but for some it may make sad reading to-day, for it dwells upon aspects of the '20's and '30's that are a mere echo to-day.

Two technical works of special merit are THE HELICOPTER, by Colonel H. F. Gregory (George Allen and Unwin. 18s.), and THE BOOK OF THE SHIP, by A. C. Hardy (Sampson Low. 30s.). Colonel Gregory, begins his story with Da Vinci and takes us through to this modern age when the helicopter has already become very much a maid-of-all-work, engaging upon such varied activities as rescuing air passengers in the wilds, and spraying crops. Mr. Hardy's book is an exhaustive pictorial and factual survey of world shipping.

The fable of the star-scraper

A certain Simpleton once climbed a high tree after gold, but just as he was reaching out to scrape a star his foot slipped, and he fell. 'Alas!' cried he, 'Now my life must pay for my folly!' With that he came to rest face downward in a midden. 'The gods are with me after all,' said the Star-scraper, as he clambered up an even taller tree.

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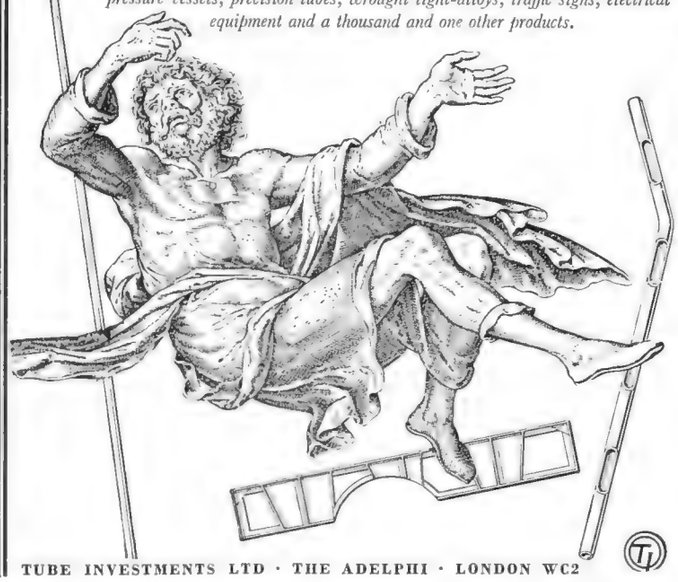

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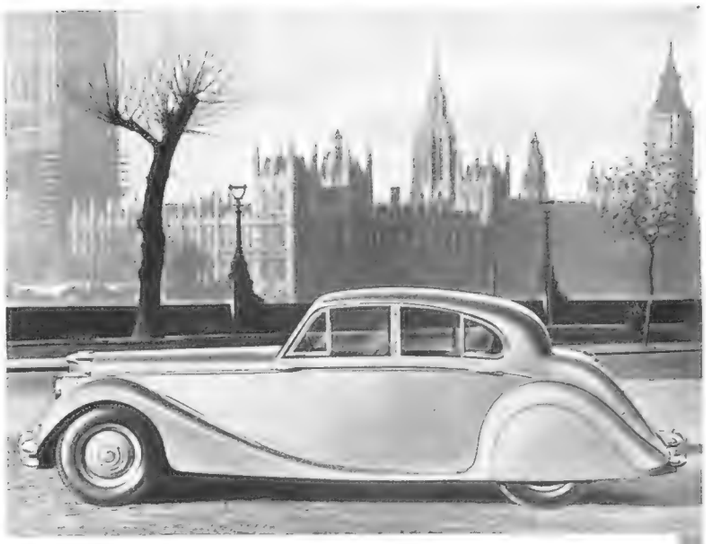

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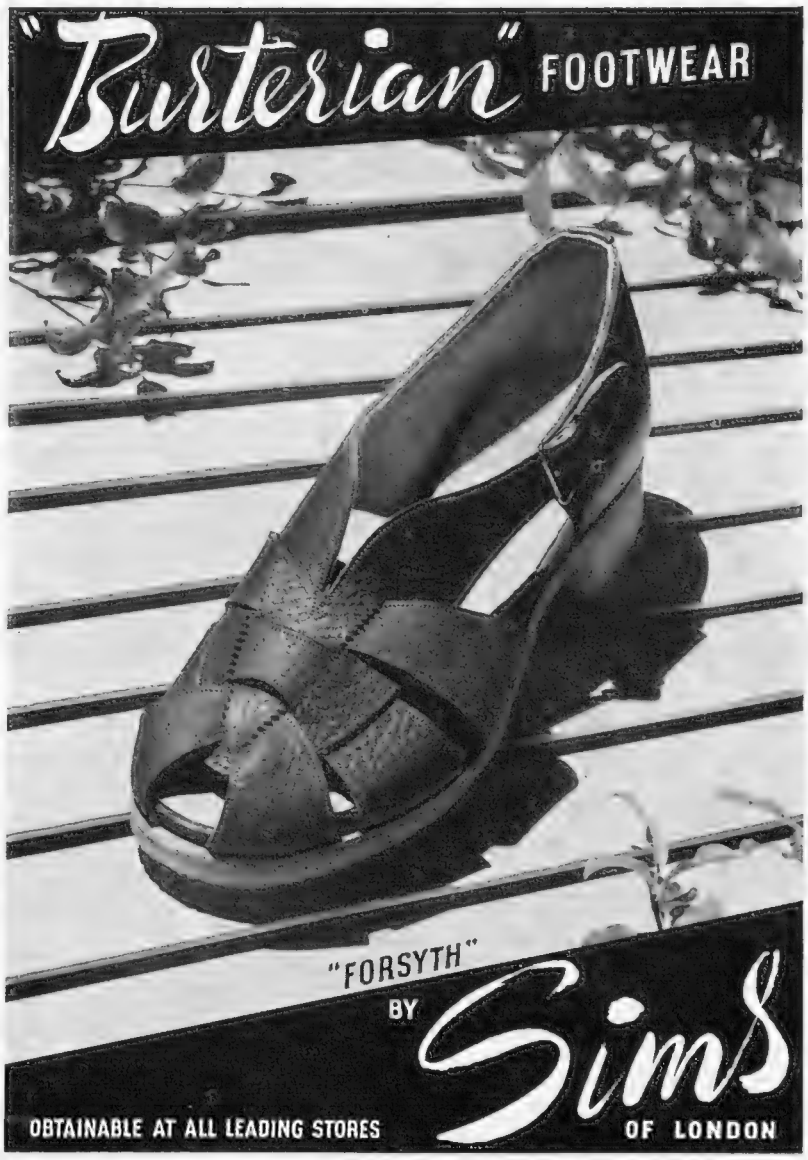

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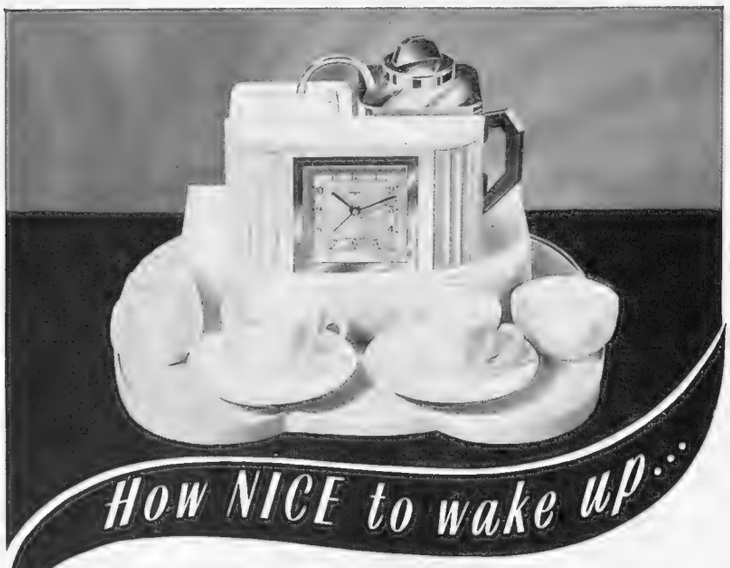

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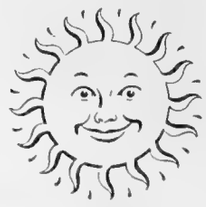

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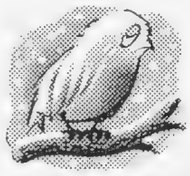

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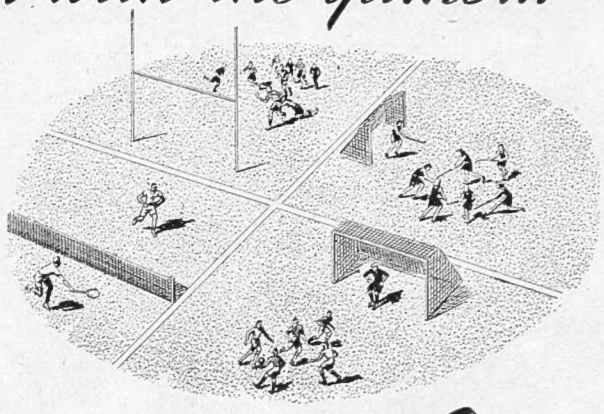
Coming to Liverpool in 1822, he set up a plant to produce sulphuric acid, extending it the following year to make sodium carbonate. In 1828, in partnership with Josias Gamble, he built an alkali works at St. Helens in Lancashire. The hydrochloric acid fumes from his works were allowed to escape into the air and did much damage to neighbouring farmers' crops. In 1836 a method of absorbing these objectionable gases was invented by another Englishman, William Gossage. Instead of being allowed to go to waste, the fumes were recovered and proved to be a valuable by-product. Hydrochloric acid manufacture had now been added to that of sulphuric acid and sodium carbonate by James Muspratt and his associates. The foundations of the British heavy chemical industry were complete.

ICI

On with the game...



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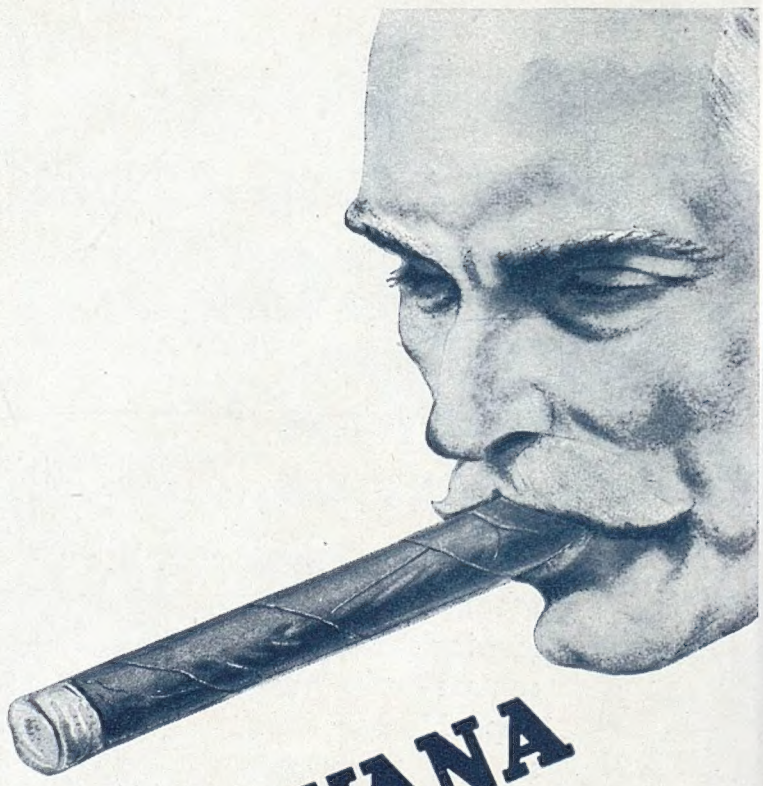

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